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06 >



05 News

Airline World's comprehensive coverage of world-wide news, including a picturespread from Rio de Janeiro's Santos Dumont Airport, plus a report from the Aircraft Interiors Expo in Hamburg.

28 Farnborough 2012

The organisers report on this year's international airshow, which takes place from July 9 to 15.

30 Germania

Flourishing German carrier with an unusual business model.

38 Blue Islands

Channel Islands turboprop operations.

46 Emirates Goes Technical

How the carrier is reducing fuel and emissions using advanced technology.

53 Vickers VC-10

Golden Swansong — 50 years of the graceful four-engined transport.



62 Khartoum Picturespread

Rare colours and unusual aircraft types at this exotic African hub.

68 Starways — A Liverpool Airline

One of the emerging UK carriers of the 1950s and 1960s.



72 Flight Simulation

How to fly on a virtual airline.



74 Deliveries

The latest commercial acquisitions.



78 Aviation Training

A review of recent developments.



80 Departure Gate

A selection of readers' comments and photographs.



84 Air Safety

Up-to-date accident reports and the most recent crash information.



85 COMPETITION

Design an Olympic-themed airline livery.

88 Swiss International Air Lines

From failed national carrier to one of Europe's leading operators.



Ask your newsagent to reserve your monthly copy of **Airline World** today!

Contents



53 VICKERS VC-10 Golden Swansong

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Turn to pages 44 and 45 to find out more

20





85 OLYMPIC LIVERY COMPETITION



Rise to a fresh creative challenge
and get into the spirit of the 2012
Olympic Games.

Welcome



**Airline
World**

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Every April, a series of briefings are held in the Executive Terminal at London/Oxford Airport in preparation for the European Business Aviation Convention & Exhibition (EBACE) held in Geneva in May. Representatives from Oxford-based companies, including FlairJet, PremiAir, Capital Air Services and Eurocopter UK give short talks on how their businesses are progressing. However, this year, the main topic for discussion concerned the upcoming London 2012 Olympics and how Heads of State and VIPs were actually going to get to the venues. One way is to fly into one of the smaller airfields used by executive jets and then board a helicopter for The London Heliport in Central London. Then what? As the Olympic Games is not a 'State' occasion, heads of government etc are not allowed to use the dedicated car lanes reserved for Olympians and sponsors. At present, everyone else has to use public transport, the Underground or the Docklands Light Railway (DLR). Even VIP limousines will have to use the same roads as everyone else. (Can you envisage President Obama's entourage stuck in the traffic in the middle of London!) Even with broad hints from the various helicopter companies, the organisers are refusing to budge and allow the use of alternative sites that are closer to the main Olympic venues.

Airliner World Online

After a phenomenal response to the *Airliner World* Editorial Facebook profile, we have now acquired 5,000 friends; the maximum permitted by the social networking website. However, all is not lost – in order to continue bringing you the latest news from the *Airliner World* office we have now launched a new, official page. By clicking 'Like', readers will be able to receive updates about new issues and specials as well as sharing messages, comments and photographs with fellow readers and the team here at *Airliner World*.

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Tony Dixon
Editor

Tony Dixon



Airbus A330-223 of Swiss International Air Lines. (Airteamimages.com/Matthieu Pouliot)

This page image: Another entry to the Photo of the Year 2011 Competition. (Carl Byrne)



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Dreamliner Arrives in the UK



After Heathrow, the aircraft flew to Manchester International Airport for a more detailed demonstration to Thomson Airways. (Nik French)

BOEING'S 787 Dreamliner arrived in the UK on the night of April 22 at the start of the sixth leg of its world tour. It was shown off to invited guests and dignitaries at London/Heathrow before moving on to Manchester, Gatwick and then back to Heathrow during the course of the next seven days. The aircraft then visited Oslo in Norway and Taranto in Italy.

"With Rolls-Royce engines, 25% [by value] of this aircraft is made in the UK," said Randy Tinseth, Vice President Marketing for Boeing at a press conference in the Royal Suite at Heathrow. "It is 20% more fuel efficient than its current competitors and 60% quieter. So much so that at Heathrow, its 'standard' noise footprint is confined to the boundaries of the airport."

Representatives of the three UK planned users of the aircraft – Thomson Airways, British Airways (BA) and Virgin Atlantic – were also present to view the aircraft. *Airliner World* spoke to Chris Browne, the Managing Director of Thomson Airways about the plans for the utilisation of the aircraft. "We get our first four aircraft early next year and intend to start services in May," she said. "They will be used on routes to Mexico [Cancun] and the USA and will be in a two-class interior with 47 seats in our Premium Economy and a total of 291. Seat pitch in Economy will be 33 or 34in (84-86cm) with some at 36in (91cm) – depending on where in the aircraft. This is more than a standard seat on BA or Virgin!" Chris then flew with the aircraft from Heathrow to Manchester.

Virgin Atlantic is getting the larger -900 version from 2014. Its Chief Financial Officer Tim Livett said that initially they will be used on the scheduled routes, but will eventually serve the holiday destinations too. "We are revealing a new interior for our Airbus A330s in May

and the Dreamliner will be very similar inside," he said. "With a fleet of 16, it may even allow us to look at new routes in the future."

British Airways is going to be one of the first operators of both the Dreamliner and the Airbus A380. "We are getting

Right - The Dreamliner does not have the standard blinds on the windows. The glass can be tinted at the touch of a button to suit an individual passenger's needs. This can be over-ridden by cabin crew if required. (Key - Tony Dixon)

Below - One of the visitors to the aircraft at Heathrow was Willie Walsh, the CEO of the International Airlines Group, pictured in the cockpit with Randy Tinseth. (Boeing)



a total of 13 of both," said the carrier's Director of Flight Operations Captain Stephen Riley. "The 787 is a step forward in technology on even the 777 and we are working with Thomson to see what can be learned even prior to us getting the first aircraft at the end of 2013." BA has orders for both the -800 and -900 versions of the new aircraft. Representative of other UK companies involved with the aircraft were also on hand to answer questions. These included Aim Aviation which makes cabin interiors, AMRC (landing gear), Contour Aerospace (Business and Economy seats) Eaton Aerospace (fuel pumps), GE (engines), GKN (ice protection), Goodrich (brakes and lighting), Messier-Bugatti-Dowty (electric brakes), Moog (flight control actuators), QinetiQ (wind tunnel testing), SIRS Navigation (compasses), Ultra Electronics (ice protection) and of course Rolls-Royce (engines).

BMI Sale Completed

INTERNATIONAL AIRLINES Group (IAG), owners of British Airways (BA) and Iberia, has completed the purchase of British Midland International – bmi – from German national carrier Lufthansa (See *Airliner World*, March 2012, pg6). The £172 million deal follows the granting of regulatory approval by the European Commission in late March.

The consortium has confirmed that its new acquisition will be integrated into BA and has entered consultation with trade unions and airline staff as to how this will be achieved.

The deal has safeguarded the future for up to 1,500 bmi staff, but 1,200 others may face redundancy, predominantly from the carrier's head office at Castle Donington and at regional airports. The move has attracted criticism from the British Airline Pilots Association (BALPA)

though IAG added that bmi is currently losing around £3 million per week and was on the verge of being closed down entirely by its former owners. Meanwhile, BA has committed to try to secure potential job opportunities for those staff affected by the purchase with partners such as Rolls-Royce, which has a facility at nearby Derby, and its own heavy maintenance facility at Glasgow. BA CEO Keith Williams said: "bmi is heavily loss making and is not a viable business as it stands today. Our proposals would secure around 1,500 jobs that would otherwise have been lost. As we look to restructure the business and restore profitability, job losses are deeply regrettable but inevitable. We will work with the unions to explore as many options as possible and are already working with industry partners."

Under the terms of the deal, IAG will also acquire wholly-owned subsidiary bmi regional and low-cost arm bmi baby at a significantly reduced rate, though the consortium has highlighted that the two businesses are not part of its long-term plans and will look to sell them on as soon as possible.

Significantly, the acquisition of bmi will give BA an additional 56 daily slot pairs at London/Heathrow; a point which has raised concern from rival operator Virgin Atlantic. IAG surrendered 14 slot pairs, including seven for use on routes to Scotland, in order to satisfy the Competition Commission, though Virgin President Sir Richard Branson suggested that the acquisition means less choice for passengers, fewer services and higher fares. The UK national carrier, which submitted a failed bid for

bmi, has suggested that it would take control of all of the available slots and introduce domestic services, marking a significant departure from its traditionally long-haul business.

IAG CEO Willie Walsh remarked: "Now is the ideal opportunity for Branson's Virgin to apply for those slots [to Scotland] and fulfil the commitments it has made to Scottish politicians – to fly those short-haul services, even if it is something they have never done before. [Virgin] have said they would start flights and now they have the opportunity." bmi's fleet of Airbus A319, A320 and A321 aircraft will be repainted into the BA livery and integrated into the fleet in the coming months, though it is expected that the former's two A330s will be returned to lessor by the end of the year.

Belfast City Postpones Expansion

GEORGE BEST/Belfast City Airport has withdrawn its plans for a 1,935.7ft (590m) runway extension after claiming they were "outdated", a move welcomed by campaign groups. Belfast City Airport CEO Brian Ambrose commented: "As the planning process relating to the runway application is now in its fourth year and some of the information contained within is now out-dated given our current operations, we have taken the decision to withdraw the current application. Our shareholder has therefore reprioritised capital expenditure within its extensive portfolio."

Kids & Co

Antalya-based Corendon Airlines has applied special 'Kids & Co' titles to Boeing 737-3Q8, TC-TJB (c/n 27633) to promote its new family package holidays. (Marcus Stedden)



A Week of Firsts for Budapest

BUDAPEST AIRPORT celebrated several firsts during early April with the launch of three new routes from the Hungarian capital. On April 2, airBaltic introduced a seasonal route to Riga while Transavia commenced direct services to Amsterdam two days later. Prague-

based no-frills operator SmartWings launched its six-times weekly flights to Paris/Charles de Gaulle, and low-cost carrier Wizz Air increased its presence at the facility by adding a sixth based Airbus A320.

The bankruptcy of Malev in early 2012

was a particular low point for the airport, though several airlines have stepped in to fill the void left by the failed Hungarian national carrier with the facility expecting to host 36 different operators this summer, compared to 33 last year.

Alitalia's wholly-owned regional subsidiary, Alitalia CityLine, has now received its final two Embraer 190STDs. The fourth example, EI-RND (c/n 19000512), carries a special livery to promote the SkyTeam Alliance. (Paul Dempsey/AirlineGallery.com)

SkyTeam E-Jet



First Q400s for Eurolot

BOMBARDIER HAS rolled out the first Dash 8-Q400NGs for Polish regional operator Eurolot. The €246 million order for eight examples was announced on March 9 (see *Airliner World*, April issue, pg 7), though this could increase to \$625 million if the

carrier firms up its options on a further 12 aircraft.

The Polish operator's first three – 78-seat NextGen turboprops – SP-EQA (c/n 4406), SP-EQB (c/n 4407) and SP-EQC (c/n 4408), have all been seen at the manufacturer's Downsview,

Toronto facility, and the aircraft are expected to have been delivered by early May. The Q400s will be based at Warsaw/Frederic Chopin International Airport and will be used to replace the airline's fleet of ATR 42 and 72 aircraft. (Photo Dehac Photography)



Edinburgh Sold

BAA HAS confirmed that it will sell Edinburgh Airport to Global Infrastructure Partners (GIP). The facility has been on the market since October 2011 after the Competition Commission ruled that the operator held a monopoly in Scotland and had to sell either Glasgow or Edinburgh airports (See *Airliner World*, September 2011, pg6).

The sale, which at £807.2 million is significantly higher than the £500-700 million price tag originally applied to the facility, is expected to be concluded by the end of May.

GIP, which also owns London City and Gatwick airports, beat off competition from a consortium led by another infrastructure investor, JP Morgan Asset Management.

BAA Chief Executive Colin Matthews said: "Edinburgh Airport and its team have been part of BAA for a long time and we are proud of its achievements. We wish the new owners every success and are confident the airport will continue to flourish. We will continue to focus on improving passengers' journeys at London/Heathrow and our other airports."

Germanwings Extends Cyclean Deal

LOW-COST CARRIER Germanwings has extended its contract with Lufthansa Technik to wash the engines of its fleet of Airbus A319s. The 'Cyclean' process sprays heated water under high pressure directly through the fan while the engine is rotated by the starter, significantly reducing the amount of time needed to clean an engine. Benefits of the process, which will be carried out twice per year on the carrier's 31 aircraft, are a 0.5% reduction in fuel consumption and improved engine output.

in brief

German charter carrier **Condor Flugdienst**, part of the Thomas Cook Group, is reportedly the target of a €300 million takeover bid by Rudolf Woehrl. The investor recently made an unsuccessful bid for a 52% stake in low-cost operator Air Berlin.

easyJet has confirmed plans to introduce services from Belfast International to Birmingham from October, increasing the number of routes it flies from the Northern Irish facility to 23.

Gatwick Airport has reported a 3.9% increase in passenger figures for March 2012 against the same period last year, the 15th consecutive month of growth for the facility.

Spanish carrier **Vueling** opened a permanent base at Rome/Fiumicino on March 25 using a single Airbus A320. The airport is the carrier's third international hub after Amsterdam/Schiphol and Toulouse.

SkyWork Airlines has celebrated one year of operations from London City Airport. The carrier operates both Bombardier CRJ-900s and Airbus A320s to the Swiss capital of Bern. (Photo SkyWork Airlines)



Figures released by the **UK Civil Aviation Authority** reveal that London City Airport's on-time performance increased to 87% for the final quarter of 2011, making it the most punctual facility in the country.

Air Malta has increased its services to Tripoli to six-times weekly. The carrier is also in final negotiations to launch a new route to the Libyan city of Benghazi.

OLT Express has confirmed that it will assume responsibility for some of the services previously operated by the now defunct Cirrus Airlines. The Polish-owned carrier is expected to take over the former's marketing, sales and maintenance functions.

London/Heathrow has, for the first time ever, handled over 70 million passengers in a 12-month period. The milestone was passed in March with the airport experiencing a 4.1% rise in average load factors. The facility continues to operate at 99.2% capacity.

Low-cost carrier **easyJet** is set to become the first no-frills operator to launch services between London and Luxembourg when it introduces flights from Gatwick on October 29. The route is currently served by both British Airways and Luxair.

Air France Receives 60th Triple Seven

AIR FRANCE took delivery of its 60th Boeing 777 on April 4. The landmark example, a series -328ER, F-GZNL (c/n 40063), is equipped with 422 seats in a three-class configuration, including 14 Business Class lie-flat beds and 32

'Alize' Premium Economy seats. The long-haul twin-jet will be based at Paris/Charles de Gaulle and used by the carrier on its Caribbean and Indian Ocean French Overseas Departments including Fort de France, Pointe-à-

Pitre and St-Denis de la Réunion. The aircraft was promptly followed by the 61st example less than one week later, while another 777-300ER is expected this summer. (Photo Boeing)



Cross-Country Saab

NextJet's Saab 340A, SE-LEP (c/n 127), wears this attractive livery to promote Sweden's national cross-country ski team. (Stellan Sjögren)



BA's Surcharge Penalty Reduced

THE UK'S Office of Fair Trading (OFT) has confirmed that the penalty it issued to British Airways (BA) in August 2007 has been reduced by more than half. The fine relates to the carrier's anti-competitive practices regarding the pricing of passenger fuel surcharges on long-haul flights between August 2004 and January 2006. Under the original findings, BA agreed to pay a record penalty of £121.5 million after having been found to have colluded with other airlines to fix charges, effectively distorting competition. However, the UK carrier lodged a challenge late last year, arguing there had been significant legal developments regarding penalty setting for competition law infringements and that it had fully co-operated with the investigation. The OFT's subsequent reassessment acknowledged these points, leading to a reduced fine to £58.5 million.

Ocean Sky Expands at Luton

EUROPEAN PRIVATE aviation firm Ocean Sky has announced plans to upgrade its Fixed Base Operator (FBO) facility at London/Luton Airport. The multi-million pound investment will include a 5,920sq ft (550m²) passenger lounge, improved parking facilities, a concierge service and a large security area. The expansion will also result in the company increasing its apron area three fold to 118,403sq ft (11,000m²), allowing it to increase handling capacity.

"We are forecasting a significant increase in turnover at Luton following the opening of the new facility," commented Ocean Sky CEO Stephen Grimes. "With space for up to 30 aircraft, our annual movements will double to more than 9,000 and we expect fuel uplift to exceed 15 million litres in the first year of operation."

The facility, which will be located adjacent to Ocean Sky's 46,000sq ft (4,273.5m²) maintenance hangar, will be equipped to handle both business aircraft and helicopters, and is expected to be completed later this summer.

Vienna's Skylink set for Summer Opening

VIENNA AIRPORT has confirmed that its much delayed Skylink Terminal will officially open on June 5. Work on the 886ft (270m)-long facility, which will house Austrian Airlines and the Star Alliance, began in 2004 but delays have led to the new building opening three years later

than planned and costing €770 million; more than €330 million over budget. Skylink adds a further 818,057sq ft (76,000m²) of floor space and incorporates 17 air bridges, 64 check-in desks and 40 self-service check-in counters. (Photo Martin Dichler)



German Defector

Condor Flugdienst has leased Boeing 737-800, D-AXLG (c/n 28226), from rival charter carrier XL Airways Germany. The aircraft retains its original colour scheme but carries the titles 'Operating for Condor'. (Dayer Rodriguez)



New Lounge at Liverpool

LIVERPOOL/JOHN Lennon Airport has officially opened its new, £250,000 'Aspire' premium lounge. The facility, operated by Servisair, can seat 97 passengers, the 2,680sq ft (249m²) lounge has been designed to accommodate both business and leisure passengers and offers complimentary hot food, snacks, drinks and Wi-Fi. It is the company's first outside of London.

Birmingham Extension Given Ahead

CONSTRUCTION FIRMS VolkerFitzpatrick and Colas have been selected as the preferred contractors for a new, multi-million pound expansion programme at Birmingham Airport. The most significant improvement will be a £33 million, 1,328.7ft (405m) runway extension which, once completed in spring 2014, will increase the overall length to 9,842.5ft (3,000m). Other work includes resurfacing of the facility's runway and building a new, £13 million Air Traffic

Control Tower and radar system.

The development work, which could potentially double the airport's capacity to 18 million passengers per year, was unveiled to Deputy Prime Minister Nick Clegg during his visit on March 23. Birmingham Airport CEO Paul Kehoe said, "We believe that government should take a lead in examining what the long-term aviation solution for the UK actually is. This is an issue of economic development, and the outcome will

have a significant impact on the nature and distribution of the UK economy for decades to come." He added: "If there was one thing to impress upon Mr Clegg, it is that we can deliver immediately, whatever the long-term solution. We would like to see this recognised as government policy emerges. Britain's long-term aviation problem requires courageous thinking – but make best use of underused assets, rather than simply adding to the imbalance."



Estonian Airlines has leased four Embraer 175STDs from Finnair, including OH-LEG (c/n 17000107). The narrow-body jet, which now carries the registration ES-AEC, is part of the carrier's recently announced fleet renewal programme. (Stefan Sjogrens)

Dove Takes Flight

TRACEY EMIN, one of the UK's most well-known contemporary artists, officially unveiled British Airways' Olympic-inspired 'Dove' aircraft in early April. The dove design, created by Brighton-based artist Pascal Anson under the mentorship of Emin, was used as a symbol of peace and to reflect the use of the bird during previous Olympic Games ceremonies. Anson commented: "The dove signifies a positive message wherever you go in the

world. I also hope it makes people stop, think and look twice. It will be very special to see these aircraft in flight, and I hope that passengers, athletes and VIPs flying in to the London 2012 Games will be very excited to be on this celebratory aircraft." The elaborate design is predominantly white with gold strokes of paint used to represent feathers (see pg 50/51). It took a team of 24 people over 950 hours to apply the livery, which is expected to

appear on nine Airbus A319 narrow-body aircraft for a 12 month period.

To coincide with the unveiling of the dove livery, the carrier also launched the 'BA Great Britons' Olympic-inspired project, which includes an on-board menu created by Simon Hulstone and Heston Blumenthal, and a short film called 'BOY', written by scriptwriter Prasanna Puwanarajah under the mentorship of actor and director Richard E Grant.

New Polish Start-Up

BINGO AIRWAYS is the name of a new Polish charter carrier expected to launch services during May. Headed by former Eurolot CEO Marek Sidor, the airline has recently signed a deal with Mitsubishi Corporation Aircraft Partners for the

lease of former IZair Airbus A320-233, TC-IZA (c/n 2118) which was expected to have been delivered to the carrier by the end of April. The jet, which was re-registered SP-ABK, will be joined by two more examples by the end of

July and will operate services from Warsaw/Chopin and Katowice to leisure destinations around the Mediterranean. (Photo Bingo Airways)



in brief

BA CityFlyer has placed an order for another Embraer 190, increasing its fleet to 14 E-Jets. The carrier, a wholly-owned subsidiary of British Airways, operates the type from London City Airport. The latest example is expected to be delivered in the third quarter of 2012.

TAP Portugal has introduced in-flight connectivity on its long-haul services between Europe and North and South America. The OnAir in-flight Wi-Fi service has been installed on the carrier's fleet of Airbus A330s.

Executive charter operator **Cello Aviation** has received clearance to operate its BAE Systems 146 into the Slovakian town of Zilina. This has enabled the carrier to serve customers including car manufacturer Kia, which has a major plant in the town, and two football teams in connection with UEFA Champions League ties against MSK Zilina. (Photo Cello Aviation)



Dassault has confirmed that it will display its aircraft for the first time at the Cannes AirShow in June. The manufacturer will use the event to showcase the Falcon 2000LX.

French carrier **Air Corsica** has selected Air France Industries and KLM Engineering & Maintenance to carry out work on two Airbus A319s and two A320s. The narrow-body jets will undergo C checks at the firm's Toulouse/Blagnac facility before returning to the lessor.

eCube Solutions has signed a ten-year lease on a 56,000sq ft (5,202.6m²) hangar on the Welsh Government's Aerospace Business Park at St Athan. The company, which specialises in end-of-life solutions for ageing aircraft, has already started work on two former Donavia Boeing 737s.

London/Southend Airport has partnered with Andrews Taxis to launch its own taxi company. Called 'Southend Airport Cars', the business will use a fleet of five Mercedes Vito executive vehicles complete with special registrations. (Photo Simon Murdoch)



Lufthansa has contracted Baltic Ground Services to provide fuelling and ground handling services at the Polish airports of Warsaw, Krakow and Katowice.

Ten Years of Belgian Charters



Thomas Cook Belgium's Airbus A320-214, OO-TCH (c/n 1929), now carries special markings to celebrate the carrier's tenth anniversary. (Karl Cornil/AirlineGallery.com)

Growth Continues for HIAL

PASSENGER FIGURES at Scotland's regional airports have continued to grow after figures released by operator HIAL show an average 4.1% increase for March against the same period last year. Of the group's 11 facilities, Inverness was one of the fastest growing airports, buoyed by increasing demand on routes to Gatwick and Amsterdam.

The rise was also attributed to a booming oil sector, with passenger figures at Sumburgh and Wick growing by 6.2% and 19.7% respectively. HIAL Managing Director Inglis Lyon commented: "The continuing growth in passenger numbers is good news for the regional economy and suggests that market conditions are gradually improving after a difficult period for the industry. We are particularly pleased with the strong growth at Inverness Airport which has been fuelled by the success of the city's new Amsterdam service. We are committed to growing passenger numbers across the group and we are investing heavily across our 11 airports to deliver an improved experience for our passengers and airlines."

Total passenger numbers for the 12 months to March rose by 8.7% to almost 1.26 million.

Night Ban at Cologne

GERMANY'S NORTH Rhine-Westphalia State Government has introduced a night ban for passenger flights at Cologne/Bonn Airport. The ban, in force between midnight and 5am, does not include air cargo flights but is expected to affect 6,000 aircraft movements annually.

Cologne/Bonn CEO Michael Garvens has reacted angrily to the decision, claiming that the ban has been introduced without a legal basis and will severely damage the local aviation market. These comments were echoed by Air Berlin CEO, Hartmut Mehdorn, who has called on German transport minister Peter Ramsauer to overrule the decision.

"This is the wrong decision, taken at

the wrong time," said Mehdorn, adding that the ban would impact 28 Air Berlin flights each week. "Claiming, as the NRW cabinet decision suggests, that the level of noise caused by cargo planes is acceptable but the noise caused by passenger planes, which are quieter, shows a naive attitude to noise control. Making this kind of change at short notice damages business, costs jobs and prevents airports and airlines from planning with confidence for the future."

The ban follows a similar decision by Frankfurt in October last year, a move which was recently upheld in a German court (See *Airliner World*, December 2011, pg 11). Cologne/Bonn Airport has confirmed that it will lodge an appeal with the German Transport Ministry.

Lack of Capacity Stunting Growth

A SURVEY carried out by the Board of Airline Representatives (BAR UK) shows that more than half of 80 carriers questioned plan to base aircraft outside of the UK because of congestion at London/Heathrow. Furthermore, 86% of those airlines said they would add additional services to the capital if more slots were made available.

The CEO of Heathrow operator BAA, Colin Matthews, remarked: "These figures show that it is a mistake to believe that flights displaced from Heathrow will automatically fly to Stansted, Gatwick or Birmingham instead." He added that the message was clear, saying that "if there's no room at Heathrow then flights will move out of the UK altogether."

The survey follows the May 2010 decision to scrap the proposed third runway at Heathrow, with the airport now operating at over 99% capacity.

BA's Superjumbo Takes Shape

EUROPEAN MANUFACTURER Airbus has begun construction on the first A380 Superjumbo for British Airways (BA). The jet is the first of an eventual 12 examples destined for the UK carrier, with the first due for delivery next year.

BA CEO Keith Williams said: "We're really excited that work has started on building the first of our 12 Airbus A380s. They represent a significant part of a huge investment of £5 billion over the next

five years in new aircraft, smarter cabins, elegant lounges, and new technologies to make life more comfortable in the air and on the ground."

The forward and aft fuselage sections of BA's first A380 have entered the manufacturer's production line in Hamburg, while work has started in Stade, Germany and the French towns of Saint Nazaire and Méaulle on the tailfin, nose and centre sections respectively.

The White One



This anonymous-looking Bombardier CRJ-200ER, EC-JDD (c/n 8061), is operated by Iberia subsidiary Air Nostrum. The regional jet has recently swapped the distinctive livery of its parent in favour of an overall white scheme. (Eurosport)



Alitalia's new retro jet, Airbus A321-112, EI-IXI (c/n 494), was repainted by Eirtech Aviation in Ostrava in early April. The jet carries a 1960s-vintage livery originally worn by the operator's Douglas DC-8s and Sud Aviation Caravelles. (Jan Jurecka)

Italian Retrojet



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FARNBOROUGH AIRSHOW Takes Off!



The world famous *Farnborough Airshow* opens its doors to the public on Saturday 14 and Sunday 15 July 2012 offering a whole host of family entertainment both in the air and on the ground.

Aerobatic display teams, wing walkers, fast jets, military giants and historic aircraft will grace the skies over Farnborough in a five hour spectacular that will enthral even the most discerning of aircraft enthusiasts. Highlights include The Red Arrows, The Breitling Jet Team, The Breitling Wing Walkers, The Blades and the YAK-130, to name just a few. For a closer look at these amazing machines, see the vast collection of aircraft that will be on static display featuring business jets, military fighters and aviation classics such as the Super Constellation and the AN-2 – the largest single-engine biplane ever produced – making its first ever appearance at Farnborough.

Showcasing the Future

For an insight into the future of aviation and engineering technology wander over to the Innovation Zone* for demonstrations from leading universities and centres

for manufacturing. Or experience the final frontier in the Space Zone* or take a look at the dedicated exhibit by Virgin Galactic – showcasing for the first time at the *Farnborough Airshow* you'll be able to witness the world's first 'spaceline'.

Fun and Food

For younger visitors, a world of entertainment awaits - giant inflatables, climbing walls, bungee trampolines and a whole host of other free attractions will fill the show ground with colour and excitement. To make your day as enjoyable as possible food and beverage outlets are in abundance as well as a range of outlets and souvenir shops where you can purchase a great selection of airshow memorabilia.

Tickets

There are a number of ticket packages available including Diamond Paddock, Enthusiasts Day and Jubilee Day passes for Friday 13 July, helicopter flights, lunch in the Sky View restaurant and even Flightline Club corporate hospitality on Sunday 15 July.

Visit www.farnborough.com to find out more about these amazing enhancements that will make your day at the *Farnborough Airshow* one to remember.

Don't forget, children under 16 go free, so the Farnborough Airshow makes for a great value-for-money day out. For more information and to buy your tickets visit www.farnborough.com.



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"Delivery of the first Next-Generation 737 marks the beginning of our airline's narrow-body fleet renewal," said Gregory Gurtovoy, chairman of Aerosvit Airlines. "Execution of this large scale programme will help us to increase our operating efficiency and offer passengers unprecedented comfort levels provided by the Boeing 'Sky Interior' which will be introduced for the first time in Ukraine."

Marty Bentrott, Boeing's VP of Sales for Ukraine, Russia, Central Asia and Middle East, added: "We're delighted to deliver Aerosvit's first Next-Generation 737-800. We're honoured to transfer this great airplane to our important customer and are confident that Aerosvit employees and passengers will enjoy its efficiency, reliability and comfort. We look forward to strengthening our partnership and supporting their fleet growth and business expansion."

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Colourful Brazilian Kamov



RUSSIAN HELICOPTERS has completed the delivery of the first Kamov Ka-32A11BC to Brazilian operator HeliPark Taxi Aéreo. The multi-role coaxial helicopter, originally ordered in December 2010, is the first of its type

in the country and joins the operator's two Mil Mi-171A1s. Russian Helicopters CEO Dmitry Petrov said: "The Ka-32A11BC will make its Brazilian debut in our joint project with HeliPark Taxi Aéreo. The reliability and

efficiency of this unique aircraft and its deserved popularity around the world gives us reason to be optimistic about the future growth for the type in Brazil, which has the largest helicopter fleet in South America." HeliPark Taxi Aéreo will use the heli-

copter to transport external freight loads to inaccessible regions of the Amazon basin, while it is also expected to be used to support preparations for the 2014 FIFA World Cup and the 2016 Olympics. (Photo Russian Helicopters)

Transaero Finalises Dreamliner Order

RUSSIAN CARRIER Transaero Airlines confirmed an order for four Boeing 787 Dreamliners on April 9. The deal, valued at \$744 million based on list prices, follows a memorandum of understanding agreed in late December 2011 (see *Airliner World*, March issue, pg12). The signing ceremony was completed during a demon-

stration flight onboard one of the US manufacturer's test aircraft, N787BX (c/n 40692/ZA003), which was visiting Moscow/Vnukovo Airport as part of its round the world 'Dream Tour'. "Our history with Boeing goes back to 1993 when we became the first airline in Russia to operate their aircraft," said Transaero Airlines chairman Alexander

Pleshakov. "Following our innovative approach and our continuous efforts to enhance our product quality, we have chosen the state-of-the-art, highly-efficient 787 Dreamliner. It's very symbolic that our airline became a participant of the first order announcement ceremony conducted in the air onboard the 787. The aircraft

will perform flights on both domestic and international routes." The carrier will configure its aircraft in a three-class, 262-seat layout including four seats in First, 14 seats in Business Class and 244 seats in Economy. Delivery of Transaero's first Dreamliner is expected later this year.

Revised Bilateral for Belarus

THE RUSSIAN transport ministry has confirmed that a new bilateral agreement has been put in place with the aviation authorities of Belarus to remove capacity and frequency limits on routes between

the two countries. This follows a recent conflict relating to the number of services between Moscow and Minsk, though the new arrangements were not expected to have entered force until May 10.

TUI Russia Launches MetroJet



MetroJet is the name of a new joint venture between tour operator TUI Russia and Kolesia. Using three Airbus A321s leased from its parent airline, including EI-ETK (c/n 787), the new carrier was expected to have launched services on May 1. (René Posche)

Heavy Lifter Set for Return?

THE ANTONOV An-124 'Ruslan' could be set for a relaunch following interest from several parties including Volga-Dnepr (see related news brief) and Russia's Emergencies Ministry (MES). Production of the outsized, heavy-lift transporter ceased in 2004 but increasing demand for new examples has led to speculation that the manufacturing plant at Ulyanovsk, Russia, may be reopened. Speaking to *Izvestia*, the official newspaper of the Soviet Government, Rafail Zakirov of MES commented: "We have confirmed our interest in the Ruslan, but for them to resume production would be quite difficult. They would need a large start-up order but we only

require two of these aircraft." With each freighter costing an estimated \$300 million, Antonov has suggested that firm orders for at least 60 examples would be required before the manufacturing line could be reopened. However, while the MES has identified a requirement for these aircraft, it's not entirely clear whether the state-funded organisation – which is responsible for prevention and emergency management and the delivery of essential goods, equipment, experts and rescuers – can secure the necessary funding to acquire them. Zakirov added that MES might also use the transporters for commercial charter work to help cover the cost.

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Abu Dhabi 2012

Etihad Airways has revised the titles of its Airbus A330-343X, A6-AFA (c/n 1071), to advertise "Visit Abu Dhabi but has changed the date to 2012." (Ashley F)



Royal Jordanian Seeks Merger

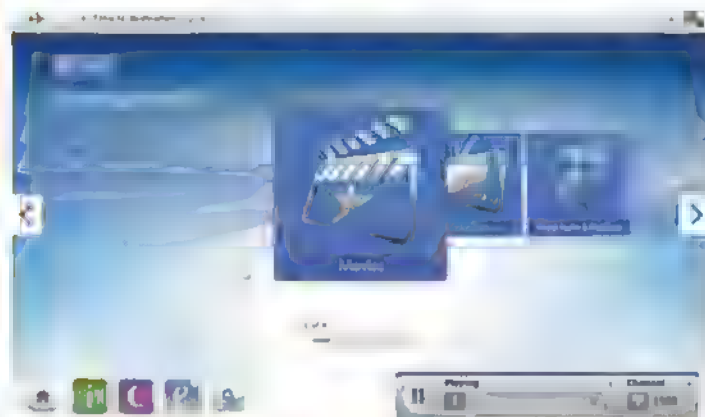
ACCORDING TO its CEO Hussein Dabbas, Royal Jordanian Airlines (RJ) might consider merging with another carrier. "We are looking and reviewing options, and talking to airlines to see when the time is right for us to do something," he said. "With the pressure we are seeing from mega-carriers around the world, whether European or regional,

to continue as we are is going to be a difficult game to follow." IATA expects the carrier's earnings to drop by 62% to \$3 billion this year. RJ has reported a loss of \$82 million in 2011 blaming political unrest in the region and competition from Gulf-based rivals including Emirates, Etihad Airways and Qatar Airways.

Cabin Improvements With Emirates

EMIRATES AIRLINE has launched an enhanced, Graphical User Interface (GUI) to be used with its onboard in-flight entertainment system ICE – Information, Communication, Entertainment. The software upgrade has already been introduced across the Airbus A380 fleet, and over the next year will be added to the majority of its Boeing 777s. "We have been tracking the commercial progress of GUIs, where an ever-expanding array of choices are available to consumers, and we wanted to bring the same experience, look, and feel that

is available on smart phones and tablets to our customers in an aircraft environment," said Tim Clark, the carrier's President. Improvements will also feature larger video screens, an enhanced in-seat telephone handset and a new mode controller in First and Business Class. The ICE enables passengers to 'swipe' or 'scroll' through a comprehensive library of media and entertainment, send SMS and email messages, explore its Airshow moving map system, watch the in-flight landscape cameras, and access live text news from the BBC. (Photo Emirates)



Ethiopian Lounge at Heathrow

ETHIOPIAN AIRLINES has teamed up with airport lounge operator No 1 Traveller to offer all its Premium passengers access to the Business Lounge at Terminal 3 at London/Heathrow. The so-called super lounge includes

a complimentary freshly prepared seasonal bistro style menu and drinks from a fully tended bar, free Wi-Fi throughout, comfortable seating with panoramic runway views, TVs, newspapers and magazines.

TAAG Adds More 777s

ANGOLAN FLAG carrier TAAG Linhas Aéreas de Angola (Angola Airlines) has finalised an order for three additional Boeing 777-300ERs (Extended Range). Valued at \$895 million at list prices, it also includes three purchase rights.

"Adding three more 777-300ERs to our current fleet of five will keep us well positioned as one of Africa's leading airlines," said TAAG Chairman Dr Antonio Luis Pimentel Araujo. The new aircraft will be used for route expansion.



Passengers Increase at RJ

ROYAL JORDANIAN Airlines transported over 774,000 passengers in the first quarter of 2012 – an increase of 26% over 2011. Its President and CEO Hussein Dabbas said that the rise took the seat load factor to 71%, and attributed the growth to the efforts to constantly ease travel procedures by upgrading its electronic booking systems and improving its air and ground services.

Connectivity in South Africa

SOUTH AFRICAN carrier Mango and Internet service provider WirelessG are planning to introduce in-flight Internet access for the first time in Africa, dependant on approval from the Civil Aviation Authority (CAA).

"I have had a meeting with the aviation authorities. They are very positive and see this as a new opportunity for our country's airline and telecommunications industry," said WirelessG CEO Carel van der

Merwe. "We now need to follow the correct procedures and get the equipment approved by the US Federal Aviation Authority (FAA)." The two companies expect to have the aircraft installed with the system by the end of April.

"We use the Vodacom Business Solutions satellite and get sub-Saharan coverage," he added. "So it's not limited to SA and can go international as well."

Boeing 727s Dismantled

AN OFFICIAL from new private Congolese airline, Fly Congo, says that the carrier will begin destroying (at least) five aircraft.

Fly Congo has been formed from Hewa Bora, which was put on a European Commission airline blacklist after a crash in July 2011 that killed 74 people. Pajot added that the carrier has also started compensating the families of the victims from that crash.

in brief

Abu Dhabi-based international luxury flight services company, **Royal Jet** recorded a 15% increase in revenue in the first quarter of 2012 – the best in its history. The company attributed its success to increasingly buoyant market conditions across all customer segments, emerging strong growth in Asia and Saudi Arabia, as well as continued productivity improvements.

Aircraft interiors manufacturer **Contour Aerospace Limited** has completed a multi-million pound refit of the stowage compartments and facilities for Etihad Airways' aircraft. In all, 115 items including closets, stowage cabinets and dividers were provided for the airline. The three-year process, which involved design, manufacture, delivery and fit, has now been completed by Contour, which has worked with Etihad since 2006.

Bahrain Air has announced new services to the south of India, and plans for more expansion in the country. It has started four flights a week to Trivandrum, and aims to increase this to seven a week by the summer. The state of Kerala will constitute 80% of Bahrain Air's capacity to India, with a total of 17 flights a week across Cochin, Calicut and Trivandrum.

Gulf Air, one of the main sponsors of the Bahrain Grand Prix, transported over 33,070lb (15,000kg) of cargo – as belly freight on its passenger aircraft – that was required by the F1 teams for the race, between April 20 and 22. (Photo Gulf Air)



The Government of Dubai has created the Dubai Corporation for Aviation Engineering Projects (DCAEP). The new agency will use its expertise to plan and develop "world-class" airports. "All the rights, obligations, jurisdictions, and responsibilities of Dubai Aviation City Corporation will be transferred to the newly set up corporation," said a spokesman for the government.

The Government of Kuwait is about to launch a \$2.5-2.9 billion tender for the construction of a second terminal at its international airport. Around 16 companies are reported to have expressed an interest in the contract, which would be finished by late 2016.

Israeli carrier **El Al** has posted a loss of \$49.4 million for 2011 reversing the previous year's profit of \$57 million. Total revenues rose 4% to \$2.04 billion but operational expenses grew 11% to \$1.76 billion, leading to a 28% fall in operating profits.



'High Life' in South Africa

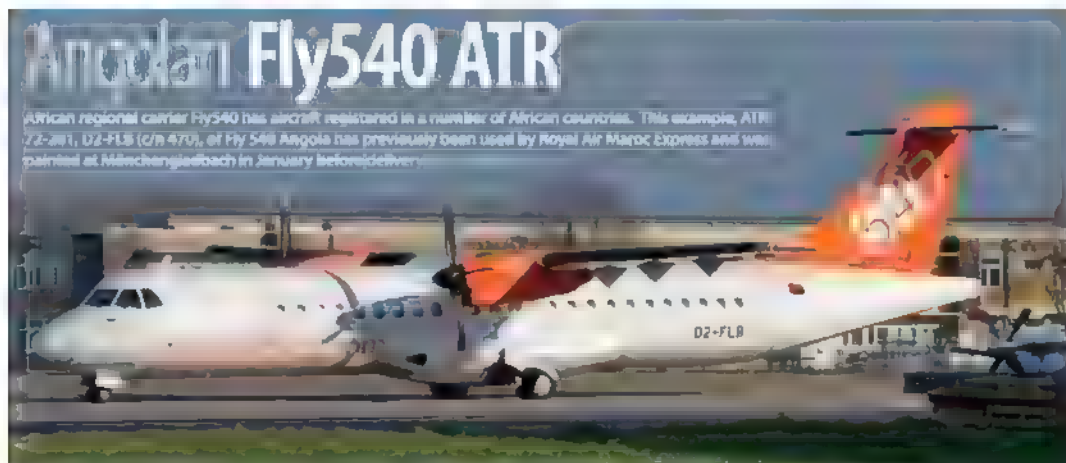


BRITISH AIRWAYS' High Life Magazine has provided all its passengers with a view of the worlds of travel, glamour, fashion, style and luxury for over 40 years. In a major change of policy, it is now to have a regional edition – for South Africa. More than 50% of High Life South Africa will be devoted to the continent. "British Airways' flights in South Africa are operated by franchisee Comair which previously published its own in-flight magazine, Horizons," explained Clare Broadbent CEO of Cedar, the agency that publishes High Life. "But now, BA customers flying in South Africa will have their own bespoke edition."

(Photo High Life)

Jumbos For Iran Air

DESPITE UN sanctions barring the importation of western-built aircraft, Iran Air is likely to acquire three Boeing 747-300s from Kyrgyzstan-based Al Sayegh Airlines soon. The first aircraft has been registered in Gambia since February 2012. However, the UAE-based Sayegh Group, which owns Al Sayegh Airlines, said that the aircraft had been sold to a third party and not Iran Air. The first example has reportedly been registered CS-SAM, while the other two, which are currently in temporary storage, are registered in Burkina Faso.



Venezuela Rejects EU Claims

THE VENEZUELAN GOVERNMENT has rejected European Union (EU) demands for it to pay compensation for the seizure of its oil reserves. The move was made in a move to protect the country's oil reserves, which are the main source of its income. The government has also rejected the EU's demand for it to pay compensation for the seizure of its oil reserves. The government has also rejected the EU's demand for it to pay compensation for the seizure of its oil reserves.



Former Aerosur Boeing 747-443, CP-2603 (c/n 32339) was returned to Virgin Atlantic on March 30 at the end of its lease. The aircraft was still sporting its famous 'Super Tourismo' yellow bull livery when it arrived at Gatwick Airport. It is seen here with its original registration G-VROM taped on ready for its flight to Manchester where it was to be repainted back into Virgin colours. (Peter Kahn/AviationGallery.com)

BOLIVIA'S LARGEST airline, Aerosur suspended all its domestic and international services on March 31, leaving thousands of its passengers stranded. While no official announcement has been made by the company, Bolivia's Minister of Public Works, Vladimir Sanchez appeared on television saying that the carrier had ceased flying. He also confirmed that the company's tax debt had reached \$142 million, an amount

that has been disputed by Aerosur through the courts, and while the case remains open, it prevents the government from impounding the airline's accounts and assets. According to local media reports, the actual debt, including interest, fines as well as debts with banks and suppliers, could vastly exceed this amount. Sanchez said: "We will do our best to save the jobs and help the carrier to recover, but we

will not use public money to subsidise the company, and it is up to Aerosur to develop its own rescue plan. Its financial woes can be traced back to the launch two years ago of state-owned Boliviana de Aviacion as a successor to the former flag carrier, and now bankrupt, Lloyd Aero Boliviano. Aerosur has accused the government of trying to disrupt its business by under-cutting its fares on key routes.

Alaskan Freightier



Anchorage-based Southern Air took delivery of this, its third Boeing 777-300ER freighter, N714SA (c/n 37968), on March 23. (Nick Deane/AviationGallery.com)

Caribbean Airlines Launches from Gatwick

CARIBBEAN AIRLINES is launching non-stop services between Gatwick and Piarco International Airport, Port-of-Spain, Trinidad from June 14 using a Boeing 767-300ER which will be leased from the International Lease Finance Corporation (ILFC). The four times a week schedule will be increased to daily from June 16 when it starts a thrice weekly one-stop link via Barbados. The company's acting CEO, Robert Corbie said: "We are extremely happy to announce the start of our Gatwick to Piarco International Airport rotation as our flights will provide a vital link

between London and the Caribbean. We are well positioned strategically to become the preferred airline for all customers, with seamless connections to South American destinations." This is another success story for Gatwick and its ongoing multi-million pound investment programme to attract new carriers and deliver a wider range of travel options. Caribbean Airline's new services join other recently added flights from Icelandair, Korean Air, Turkish Airlines, Lufthansa, Vietnam Airlines, Hong Kong Airlines and Air China.

Bearded Airbus

Virgin America's latest logojet, this Airbus A320-214, N849VA (c/n 4991) named Fly Bye Baby, as part of its support for the San Francisco Giants baseball team. The aircraft even sports a beard, in tribute to the facial-hair friendly hometown team. (Mark Durkin/AviationGallery.com)



Southwest Upgrades

United Charter Jumbo

After spending a year on lease to Atlas Air, where it was used for troop flights on behalf of the US Department of Defense, Boeing 747-400 N194UA (ex 26892) has been returned to United Airlines and now wears this hybrid livery and United Charter title.

The court's ruling is expected to be one of the final steps before merger completion, although no specific date has been announced.



Florida's Kendall/Tamiami Executive Airport formally opened its runway extension in a ribbon-cutting ceremony on April 11. The 1,000ft (305m) extension to the airport's primary southern runway, now increased to 6,000ft (1,830m) in length, will enable most of the new-generation corporate jets to fly non-stop to key destinations in Central and South America and the Caribbean.

The airport's location by the sea and amid local hills means a curved approach to Runway 02 is required – as displayed by this Avianca Airbus A319-115. PR-AVD (cn 4336)



Aeroporto Santos Dumont



Traffic at Rio de Janeiro's city centre airport is brisk and varied, with business jets mixing with regional turboprops plus Airbuses and Boeings, as **Jose Luiz Salgueiro** found out.

An Embraer 190AR, PR-AZD (cn 0271) of Brazilian carrier Azul climbs out from Runway 02 over the blue waters of Guanabara Bay

A busy late afternoon apron. Departures from Runway 20 go close to the iconic Sugarloaf Mountain, visible in the distance







A Special Treat from SIA

SINGAPORE AIRLINES (SIA) will have a special treat in store for customers travelling between Singapore and Osaka from August 10 to 15; they will be flying on the Airbus A380. To celebrate 40 years of direct services between the two cities, SIA will operate a daily A380 rotation, replacing the existing A330 service over this period. It will also be the first A380 commercial flight to Kansai International Airport.

"We are grateful for the continued support of our customers and partners over the last 40 years of flying between

Singapore and Osaka. The special A380 rotations symbolise our appreciation, and we are delighted to offer our customers the opportunity to experience some of our latest products on board the Superjumbo," said Mr Lim Wee Kok, SIA's Regional Vice President North Asia. The airline has 17 A380s in service with a further two on firm order, and since launching flights with the type in October 2007 the aircraft has proved to be very popular with its passengers with more than seven million having flown on the type to date.

Garuda acquires more Airbus A330s

INDONESIAN NATIONAL carrier, Garuda Indonesia placed a firm order for 11 more Airbus A330-300s on April 11 in a deal valued at \$2.4 billion at list prices. The signing ceremony in Jakarta was held in the presence of Indonesian President Susilo Bambang Yudhoyono and visiting British Prime Minister David Cameron. This is Garuda's third contract for the A330-300 since July 2010 and brings its total firm commitments for the type to 21. All its aircraft will be powered

by Rolls-Royce Trent 700 engines. Garuda operates the type in a two-class layout on services from its hubs in Jakarta and Denpasar (Bali) to destinations in Asia, the Middle East and the Pacific. "The A330 has proven to be a key element in the success of the revitalized Garuda Indonesia," said its President and CEO Emirsyah Satar. Garuda currently has a fleet of 14 of the type, comprising eight A330-200s and six A330-300s.



HONG KONG Airlines has revealed that all of its operational flight attendants are now fully Wing Chun martial arts trained, since the initiative was launched in March 2011. The Wing Chun training is compulsory for all the carrier's cabin crew who have to complete a three-hour course before their first flight.

This form of martial art is intended to promote inner balance and core strength, however it is primarily taught as self defence and the moves

are designed to be accomplished in a restrictive space – such as on board an aircraft. Yang Jian Hong, the carrier's President commenting on the completion of the training said: "Aside from the obvious physical, mental and safety benefits, this demonstrates our commitment to delivering exceptional passenger service. The initiative has proved so popular with our flight attendants that we are now offering the training to our internal staff." (Photo: Hong Kong Airlines)



Dreamliner Firsts

ALL NIPPON Airways (ANA) and Boeing made aviation history on April 16 when a 787 Dreamliner, JA808A (c/n 34490) flew for the first time powered in part by sustainable biofuels. This, the aircraft's delivery flight to ANA's Tokyo/Haneda base, also marked the first transpacific flight using a hybrid fuel. The 787 flew with a biofuel made mainly from used cooking oil and emitted an estimated 30% less CO₂ gases when compared with current similarly-sized aircraft.



TAIPEI-BASED EVA Airways' membership application to the Star Alliance was unanimously accepted by the group's Chief Executive Board on March 29. The decision underscores the Alliance's long-term strategy of seeking network growth and providing access to new regions which show strong economic potential and development. Mark Schwab, CEO Star Alliance said "EVA Air is very good fit for us as it will add many different routes to our global network, with a specific focus on the fast growing Far East aviation market." Since its formation nearly 15 years ago, Star has progressively built its presence in Asia Pacific and will have eight airlines based in the region by the middle of 2013. Integration teams will now start work-

ing with EVA Air to ensure standardisation is completed, which is currently planned for the second quarter of 2013. Chinese national flag carrier, Air China will be assisting in the process as EVA Air's mentor.

Meanwhile, the airline has started to look at its future widebody fleet requirements and has expressed an interest in two future Boeing programmes, the 787-10 and 777X. The 787-10 is a stretch variant of the -9, and although it has a shorter range it can carry 40 more passengers which, according to the manufacturer, means "the economics are very good." EVA Air is due to receive seven more 777-300ERs between 2014 and 2016 and has a dozen Airbus A321s on order with a further six options.

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BHOJA AIR Boeing 737-236, AP-BKC (c/n 23167) crashed on April 20, while flying the airline's first flight on its new Karachi to Islamabad route, killing all 127 passengers and crew onboard. The aircraft was one of three that Bhoja Air is dry-leasing from British Airways' South African franchisee, Comair. This particular example was delivered to Pakistan on January 25, 2012. The cause of accident is still under investigation by

the Pakistani authorities however, the airline's head, Farooq Bhoja has been told he cannot leave the country until the official inquiry into the accident has been concluded. Meanwhile, the Pakistani Civil Aviation Authority has ordered safety inspections of all aircraft operated by the country's private airlines.

The tragedy comes just over a month after Bhoja Air had resumed flying following a ten-year self-imposed suspension

due to financial difficulties and mounting debts. It had originally stated flying in November 1993 and had operated both domestic and international services up until it ceased operations in 2001. In late 2011, the airline announced it would be resuming flight operations again in 2012 and made its maiden flight on March 6, between Karachi and Lahore. It had been steadily building up its domestic route network prior to the accident.

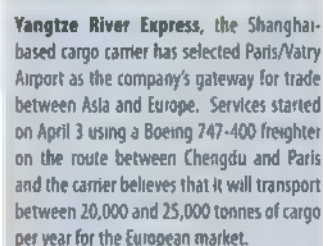


Jakarta-based low-cost carrier, **Mandala Airlines** has resumed flight operations after undergoing financial restructuring. The carrier, which had accrued debts of \$87 million, ceased flying on January 13, 2011 and entered bankruptcy protection. It has now been cleared by local authorities after receiving cash injections from Singapore-based Tiger Airways Holdings (33%) and from Indonesian private equity company Saratoga Capital (51%).

Brewer San Miguel Corporation is reported to have invested \$500 million in Philippine Airlines (PAL) and its low-cost subsidiary Airphil Express in return for minority stakes. PAL President, Jaime Bautista said the investment would help the flag carrier in its re-fleet programme and make it more viable and competitive. PAL reported losses of \$33.5 million for the quarter ending December 31, 2011.

EVA Air will begin flying to two more gateways with its Hello Kitty jets from May 23, 2012. It will use its new character-themed Airbus A330-300s on its Taipei to Tokyo and Taipei to Shanghai services. The carrier is also working with Hello Kitty creator, Sanrio, on two more aircraft makeovers, which will extend the fleet to five Hello Kitty jets when deliveries take place on May 23 and June 22.

Japan Airlines (JAL) has signed an amendment to its original June 2007 deal with Embraer for ten E-170s and added another jet to the contract. The value of the deal, at list price, is \$38 million. Configured in a single class layout of 76 seats, the new aircraft will be flown by J-AIR, a wholly-owned subsidiary of JAL. Delivery is planned for the last quarter of 2012. (Photo: Embraer)



Taiwanese carrier **TransAsia Airways'** board of directors has approved a plan to spend \$200 million buying nine turboprops from the European aircraft manufacturer, ATR as well as the creation of a subsidiary in Japan to help expand its operations in Northeast Asia. TransAsia has been growing since getting a revenue boost from its new China routes in recent years.



First A350 Fuselage

European manufacturer Airbus has begun final assembly of the first A350 XWB at its Toulouse, France plant. The latest step in the production of the prototype, next-generation twin-jet was the joining of the forward and centre fuselage sections with the completed airframe to be used for static structural testing. Assembly of the first flying example, MSN001, is expected to begin this summer. *By Andrew*

Frankfurt Night Ban Condemned

ACCORDING TO Oliver Evans, Chairman of The International Air Cargo Association's (TIACA) Industry Affairs Committee, the decision by the German Federal Administrative Court in Leipzig to uphold a night-time flight ban at Frankfurt Airport will damage one of the world's premier gateways for international trade.

"We are extremely disappointed by the decision," he said. "Slots are a major battle ground for airlines at major airports across the globe and in recent years to satisfy the requirements of passengers, all-cargo operations have been pushed into the hours of the day, and usually the night, when passengers don't want to

fly. The air cargo industry has adapted to this and made it work. Until courts, businesses, industry and members of the public start to understand how much they rely on air cargo, the danger is that the decision made in Frankfurt could be repeated at other major gateways. If this happens, it's not only the air cargo that

will suffer: local communities around those airports and national economies will also pay higher price, both financially and environmentally." Recently, Lufthansa said that the ban could cost it €40 million and may consider axing its fleet of McDonnell Douglas MD-11 freighters.



In early April Lion Air of Indonesia received its first Boeing 737-800 PK-LJQ (c/n 38317), which transited through Honolulu on its delivery flight.

Boeing delivered the following aircraft in March:

B737-800	33	Aeroflot, American Airlines (2), ACG (2), AWAS, China Southern Airlines, CIT, COPA (2), Garuda Indonesia Airways, GEAS, 2, Iranian Airlines, ILEC, Norwegian, 2, Pegasus Airlines (2), Qantas, Royal Air Maroc (2), Ryanair (4), Shandong Airlines, Southwest Airlines (2), TUI Travel (2), Virgin Australia, Xiamen Airlines
B737-800A	1	US Navy
B737-900ER	4	Continental/United (2), Lion Air (2)
B747-400	2	Cargolux Airlines, Volga Dnepr (Air Bridge Cargo)
B767-300ER	1	All Nippon Airways
B767-300F	1	UPS
B777-300ER	4	Cathay Pacific Airways, Emirates Airline, Qatar Airways, Saudi Arabian Airlines
B777F	4	Dubai Aerospace Enterprise, FedEx, Oak Hill, Qatar Airways
B787-8	3	All Nippon Airways, Japan Airlines (2)
Total	53	

L-3 Buys Thales Simulators

L-3 COMMUNICATIONS of the USA is buying the civil aircraft simulation and training business of UK-based Thales Training & Simulation (TTS) for £83 million. "For the 12 months ending December 31, 2012, the new civil aircraft training and simulation business is expected to generate sales of approximately \$150

million," L-3 said in a press release. The TTS unit is based near Gatwick Airport and has its roots in the former British company Redifon, which later became Rediffusion Simulation. TTS employs about 400 people as well as a joint venture training centre in Bangkok with Aero International (Regional).

No New Engine For E-Jets

ACCORDING TO the company President and CEO Frederico Curado, Brazilian manufacturer Embraer is unlikely to launch a next-generation, re-engined variant of its E-Jet family before next year, but will continue to introduce gradual enhancements to its current models. Speaking at a press briefing, he added that the company is also continuing to explore different engine options for the future model despite its long-term relationship with GE Aviation and the CF-34 engine.

Embraer announced late last year it had dropped plans to enter the 130-160 seat narrow-body aircraft market and would instead focus on developing its E-Jet family. "We need a very, very good engine that delivers a significant reduction in fuel burn, but also a reduction in maintenance costs," he said, adding that he was happy with the decision to stay out of the narrow-body market, although it was a difficult one to reach. "We didn't see a business case for us or anyone else."



With over 40 Airbus A320 Family aircraft being delivered each month, the narrow-body delivery centre at Hamburg/Finkenwerder is a busy place. (Photo: Airbus Delivery Center)

Airbus delivered the following aircraft in March:

A319	5	Atlantic Airways, Avianca, China West Air, Germanwings, LAN Airlines
A320	29	Air China, Cebu Air (2), China Eastern Airlines (5), easyJet, Etihad Airways, IndiGo (4), JetBlue Airways, Jetstar, Juneyao Airlines, Philippine Airlines, Silkair, Spirit Airlines, Swiss International Air Lines, S7 Airlines, TACA International, TAM Linhas Aéreas, TransAsia Airways, Virgin America (2), Volair, Wizz Air
A321	7	Aeroflot, Lufthansa, Saudi Arabian Airlines, Turkish Airlines (2), Undisclosed (2)
A330-300	2	China Southern Airlines, Hawaiian Airlines
A330-300	4	Aeroflot, KLM, Turkish Airlines, Virgin Atlantic
A350-900	47	

Rise in Passenger Demand

THE INTERNATIONAL Air Transport Association (IATA) has reported an 8.6% increase in passenger demand in February compared to 2011, while air freight markets grew 5.2%. However, the figures are perhaps not as rosy as they seem, as the Association explained that there were distortions to the results. "Weaker air traffic during the Arab Spring a year ago, postponed shipments of cargo in January from the Chinese New Year holiday and Carnival in Brazil occurring a month early in 2011 all tended to inflate February 2012 traffic growth when compared to February 2011 levels. Individually, international and domestic demand grew by 9.3% and 7.6% respectively, with the Africa and Middle East region showing the best results.

in brief

Boeing has received an amended type certificate from the US Federal Aviation Administration (FAA) for the 787-8 Dreamliner equipped with **General Electric GEnx** engines. The certificate formally recognises that the aircraft with GE engines has demonstrated compliance with rigorous federal regulations. Initial type certification of the 787 with Rolls-Royce engines took place in August 2011.

Provider of fully integrated aircraft technical maintenance services **FL Technics** is set to open seven new line maintenance stations across Europe, the CIS and Asia-Pacific. The range of services will extend to on-call maintenance, pre-flight, daily, weekly checks and component replacements, inspections and repairs.

Boeing executives and more than 500 employees, suppliers, union representatives and government officials joined **China Southern Airlines** in April to celebrate the delivery of the 4,000th Next-Generation 737. The aircraft will be the 75th 737 delivered to the airline, which has an additional 45 737 700/-800s on order. (Photo: Boeing)



Major provider of heavy maintenance, repair and overhaul for Air Canada, **Aveos**, was declared bankrupt at short notice and closed down its various plants across Canada, putting 2,600 people out of work. Reports indicate that there are a number of aircraft stuck in hangars in various stages of maintenance at locations across the country.

Embraer and Boeing have announced a cooperation agreement to enhance operational efficiency, safety and productivity, improve customer satisfaction and create value for both companies and their customers. In July 2011 they announced plans to jointly fund an analysis of opportunities to produce sustainable aviation jet fuel from sugarcane, while in March this year (in conjunction with Airbus) both announced a Memorandum of Understanding to work together on the development of drop-in, affordable aviation biofuels.

BAE Systems has won a significant contract from **Swiss International Air Lines** to supply cargo hold fire detection and suppression system modification kits for the conversion of the airline's 20-strong fleet of Avro RJ's. Swiss has taken the decision to modify its aircraft ahead of a possible European Aviation Safety Agency (EASA) mandated requirement – already implemented by the US FAA and the Australian Civil Aviation Safety Authority (CASA).

Second Company Dash 8-Q400



Bombardier Dash 8-Q400 NextGen, C-GLKU (c/n 4398), was present at the recent FIDAE International Air & Space Fair in Chile wearing these 'house' colours and carrying special titles: 'get more everything' with a large white 'Q400' on a dark blue tail. The South American trip included a sales tour that flew from Toronto's Downsview Airport

to Freeport, Grand Bahama International Airport, then to Tocumen International in Panama, before moving to South America. (Photo: Andrew H. Cline)

New EC Air Safety List

THE EUROPEAN Commission has added Venezuelan carrier Conviasa to its black-list of airlines that are banned from flying in EU airspace because of safety concerns. The new Libyan Government has also decided, in consultation with EC officials,

to bar its airlines from flying to the EU until at least November 22.

According to the EC statement: "Serious concerns were identified regarding the safety oversight of air carriers licensed in Libya."

Conviasa was banned due to "numerous safety concerns," said the EC press statement. Two other Venezuelan carriers, Estelar Latinoamerica and Aerotuy, were also looked at closely, but no restrictions have been imposed at present.

300th Sky Interior

GARUDA INDONESIA has taken delivery of its fourth Next-Generation Boeing 737-800 with the new Sky Interior – the aircraft becoming the 300th to be fitted with the design. Since introduced in October 2010, 65 airlines and leasing companies have ordered the new interior.

"What a fantastic opportunity to be part of this phenomenal milestone for the Sky Interior," said Emirshah Satar, President and CEO of Garuda Indonesia. "With its continuous innovations and best product offerings, the aircraft's design not only benefits us with its unmatched operating costs, but it also offers a welcoming flying experience to our customers." (Photo: Boeing)



Aircraft Interiors Expo 2012

Innovation and Commitment on Show

STAGED IN Hamburg, Germany between March 27-29, Aircraft Interiors Expo 2012 was again extremely successful, proving to many the importance of modernising the insides of aircraft.

A total of 7,990 visitors from 87 countries came to the Hamburg Messe to see the latest ideas and innovations from over 500 exhibitors from 30 nations.

Prior to the Expo, over 250 delegates attended The Cabin Innovation and Strategies for the Future Conference to hear the views of leading experts from the aircraft interiors industry on the hot issues of the day. The subjects covered included ways of achieving differentiation from competitors while taking advantage of standardisation; in-flight entertainment and connectivity; and the crucial importance of passenger experience.

Next year's conference will take place from April 9-11, 2013 – again at the Hamburg Messe.

See www.aircraftinteriorsexpo.com

Recaro's CL5510 Premiere Seat

RECARO AIRCRAFT Seating introduced a new Business Class seat at the Expo, which is optimised for short/medium-haul flights.

"The product is tailored for regional Business Class flights up to six hours," explained Thomas Conrady, Vice President Sales at Recaro Aircraft Seating. "It can be perfectly integrated into cabin layouts in wide-body or single-aisle aircraft. It includes all the features that make travelling a pleasure – a perfect combination of work, dining, entertainment, and relaxation." (Photo Recaro)



Cathay Pacific Business Class Suite

ONE OF the companies shortlisted for the Crystal Cabin Awards, JPA Design has produced this new Business Class suite for Cathay Pacific Airways. It has a 'one, plus two, plus one' configuration and provides direct aisle access for every passenger. Settling into the

contemporary wing-back chair, passengers are cocooned in their own private area which has been cleverly profiled to maximise living space. Individual privacy is assured without compromising freedom of movement. (Photo JPA Design)



Change Room

DIÉHL AIRCABIN has produced this concept for an onboard 'Change Room' so that after a long overnight flight passengers can get themselves ready for a busy day without having to change

in the often cramped confines of an aircraft toilet. The idea is a temporary changing room in the entrance/door that can be collapsed prior to landing. (Photo Diehl Aircabin)



Global Communications Suite on Airbus A380

PANASONIC AVIONICS Corporation (Panasonic) announced an agreement with Airbus for the first line installation of its Global Communications Suite on the A380. The system provides two-way broadband connectivity to an aircraft and supports a wide range of passenger and crew applications, including in-flight broadband Internet access over Wi-Fi to passengers, and mobile

phone service offered in collaboration with AeroMobile. Panasonic's in-flight connectivity service also includes what the company claims is the first and only global live television service to offer content from BBC World News, BBC Arabic, NHK World Premium, France 24, Euronews, IMG Media's Barclays' Premier League Channel, and IMG Media's Sport 24.

New Light Weight, Modular Economy Seat

EXPANDING UK based aircraft seat manufacturer, Pitch Aircraft Seating, unveiled its new light-weight economy seat, the PF2000. Designed for the high-density, single-aisle Economy Class retrofit market, this clean line seat has been developed with Inter Automotive, a division of Magna, and automotive and premier aviation design specialists Design Q. The product weighs less than 55lb (25kg) for a triple unit, thanks to the extensive use of lightweight composite materials. Its curved shape gives an impression of greater space in the cabin while the back rest features a modular structure, giving airlines the flexibility for a fully integrated IFE package, an iPad carrier, or simply a high or low literature pocket. The seat-back modules are interchangeable which means that a customer can choose to address demand for IFE later on, with minimal modification.

Top Trumps

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STG Supplies Scoot

NEW SINGAPOREAN low-cost carrier Scoot has ordered SaTGlo ColorMatch from STG Aerospace for its initial fleet of four Boeing 777-200s, and has taken options to fit the product on all future aircraft. SaTGlo is a photoluminescent floor-mounted emergency guidance system, which stores and simultaneously emits light, giving highly visible exit guidance for up to 16 hours in darkness, after only a short period of charging with normal cabin lighting. It needs virtually no maintenance unlike traditional electrical systems, thus saving airlines valuable time and money.

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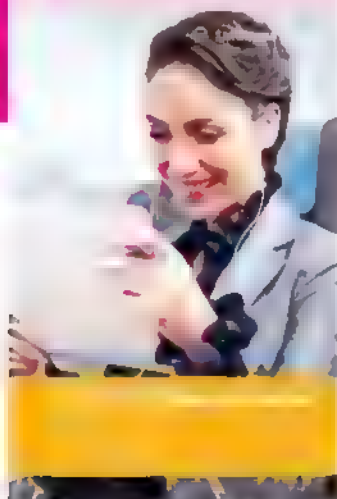
Crystal Cabin Awards 2012

FAST BECOMING one of the 'must have' prizes in the aircraft interiors' business, the Crystal Cabin Awards were announced at the show. A panel of judges from manufacturers, airlines and equipment manufacturers – plus the Editor of *Airliner World* – initially assessed 58 entries from ten countries in six categories. The final 18 – three from each category – were able to give presentations on the day before the event. "Some of the winning products are unbelievably visionary and as innovative as it gets. It is obvious that they have won the trophy. On the other hand, others have adopted the logical approach of taking existing developments to the next stage," commented Professor Dr Peter Vink from Delft University of Technology in the Netherlands (Faculty of Industrial Design Engineering) and Chairman of the judging panel.

It is always a difficult task to split the final entrants, but this year, the awards were made as follows:

Passenger Comfort

The German company Lufthansa Systems won over the judging panel at the final viewing on the day prior to the show with its BoardConnect product. The wireless Infotainment solution is easy to use and claims to enrich the passenger's flying experience whilst generating savings and new sources of income for airlines all via the individual seat-back TV screen and hand control.



Industrial Design and Technical Concepts

B/E Aerospace & Teague from the USA won this award with its Essence Inserts Collection, an upgraded amenities trolley, which consists of ten individual products – such as cosmetics and Duty Free – that are sold by the cabin crew during the flight.

Material and Components

US-based TTF Aerospace's TSKin is an abrasion-resistant lining for overhead baggage compartments, which as well as protecting the structure, gives it a fresher look. It is a multi-layered sheet assembly (rather like a thick wallpaper) that is sized for simple 'peel and stick' application.

Premium Class Products

A second award for C&D Zodiac of the USA, this time for its 'C3 Ultralounge'. Instead of a traditional twin-aisle inside the aircraft, there is a single large aisle with multiple cross aisles, speeding the boarding process. The unique arrangement of the seats gives premium Class passengers a choice of various seating layouts – club seating, companion seating and conference seating.

Visionary Concepts

Project LIFE – Lighter, Integrated, Friendly and Eco-efficient Aircraft Cabin – a joint programme between Embraer

and a consortium of Portuguese companies led by AlmaDesign, won the Award in the Visionary Concepts category. It is a light and airy cabin concept for a futuristic aircraft design and combines state-of-the-art technology with natural, sustainable materials such as leather and cork to create a more environmentally-friendly cabin for the executive jet of the future.

Greener Cabin, Health and Safety

A new Sidewall and Lining System has been produced by C&D Zodiac of the USA. The composite film is both user- and environmentally-friendly and can be applied to the sidewalls and ceilings in all commercial aircraft. Once in service, it provides greater passenger comfort by reducing acoustic transmission by 9% and also improving thermal resistance. The improved insulating qualities can also be transformed into weight savings by helping to eliminate secondary thermo-acoustical insulation, reducing fuel burn. (Photo C&D Zodiac)



in brief

Iacobucci of Italy announced that its HF VIP seat has been selected to be onboard the new Boeing BBJ Completions programme designed and developed by Altitude Aerospace Interiors. The in-house engineering and technical teams of the two companies have worked together to achieve a product that promises a premium flying experience that balances comfort and innovation with style.

Thomas Cook announced that it has chosen the Rockwell Collins Paves 3 IFE system, which will be installed in its fleet of Airbus A320s and A321s. This order shows that even in the 'charter' market, passenger comfort is increasingly important to the marketing role.

Tapis introduced Ultraleather BOLERO which it believes sets a new standard for sound absorption. The company claims that during independent testing Ultraleather BOLERO outperformed fabrics and genuine leather by improving low and mid-frequency absorption, thereby significantly reducing cabin noise.

New exhibitor **Cobra Global** gave visitors first sight of what it claims is the world's lightest economy seat. Managing Director Gary Seale said: "We are getting a fantastic level of interest, not just in the product but also the manufacturing process. We have taken an automotive industry technology and thought outside the box to create a new weight-saving concept for the airline industry."

Making its Hamburg debut was what was claimed to be the world's first child seat certified for take-offs and landings in all configurations. Manufactured by **Gama Engineering**, the seat was demonstrated at the show by Starling Aerospace.

Lufthansa Technik is now offering its Guideline ColourFit non-electric floor path marking system for Boeing aircraft. The product has been certified for both the 777 and 747-8. The system is already available on Airbus, Embraer and Bombardier aircraft.

Thales secured its first Boeing 787 customer for its TopSeries AVANT Inflight Entertainment System, with first flight due in 2014.

Thompson Aero Seating was awarded a contract from Austrian Airlines to fit its Business Class seats in some of the carrier's fleet.

Schneller has been named as the exclusive supplier of the Canvas Catalog decorative laminates for the new Airbus A350-900 aircraft cabin interior.

MacCarthy Aviation has received its third consecutive order for complete galley units from aircraft completion company AMAC Aerospace of Switzerland.



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Germania

Niche carrier extraordinaire

Despite its relatively low profile, Germania has operated quite successfully for over 30 years. **Sebastian Schmitz** examines how the carrier's unusual business model has helped it flourish.

Germania's Boeing 737-758, D-AGET (cn 28109), was one of 14 examples operated by the carrier and wears its distinctive green and white livery.

The independent airline Germania predominantly serves smaller, secondary airports and is relatively unknown outside of its native Germany. In fact, despite operating a fleet of 16 Airbus A319s and Boeing 737s and having been established for well over 30 years, the carrier isn't particularly well known within the country either.

The airline's low profile can be attributed to its unusual business model. Germania undertakes a broad spectrum of activities including charter operations, aircraft marketing and wet-

lease arrangements on behalf of other carriers. As such, a strong identity and high visibility was, until recently, not considered essential to the airline's success.

However, with Germania having refocused its business in recent years and now undertaking more scheduled services in its own right and on behalf of German tour operators, this anonymity has become something of a hindrance and delivery of its first Airbus aircraft during the summer of 2008 coincided with a strong push for publicity and a facelift for the airline.

Modest Beginnings

Germania can trace its origins back to 1978 when Turkish entrepreneurs founded the small Cologne/Bonn-based charter carrier, Special Air Transport (SAT), and launched services to destinations around the Mediterranean using three former ITU Sud Aviation SE 210 Caravelles. The fleet was adorned with a distinctive green and white livery, a trademark that continues to be worn today, albeit in a modified form, on Germania's aircraft. The twin-jet Caravelles were supplemented by



experience in the aircraft leasing business. Today, the SAT link remains strong with Germania continuing to use the original 'ST' IATA code for its flights; the lessor is also, in many cases, the official owner of the airline's aircraft.

As the German carrier expanded, its ageing Caravelles and 727s were phased out and replaced by more modern and efficient 737-300s, with the fleet swelling to an eventual 18 examples. Unusually, it was not an uncommon occurrence that at any given time, none of Germania's fleet would be wearing its green and white livery. This was attributed mainly to the operator's heavy reliance on the leasing market – its aircraft were predominantly used by domestic carriers, though Sterling of Denmark and even the US carrier, Delta Air Lines, have used Germania aircraft on dry-lease agreements. Furthermore, the operator was one of the first in the country to have specially marked logojets in its fleet, advertising companies such as Siemens.

"GERMANIA HAS CONFIRMED PLANS TO BASE ITS FUTURE FLEET AROUND THE A319 AND INTENDS TO DISPOSE OF ITS REMAINING 737S BY THE END OF 2013."

Germania can trace its origins back to Cologne/Bonn-based Special Air Transport. The carrier operated three former TUI Süd Aviation SE 210 Caravelles, including D-ABAP (c/n 235), to destinations around the Mediterranean. (Airteamimages.com)

The Cologne-based carrier did not, however, rely entirely on leasing and, particularly during the late 1980s, flew charter flights on behalf of many different domestic tour operators including TUI, Condor Flugdienst and Neckermann Reisen. It was during this period that Germania also attempted to enter the scheduled domestic market, linking destinations across inner-Germany. However, the airline failed to gain approval from the Federal Ministry of Transport, which instead awarded a long-term contract to Lufthansa.

However, the reunification of

the larger 727-100 with the first of an eventual two examples, D-AHLS (c/n 19139), joining SAT in 1984.

By the mid-1980s, the German carrier had run into financial difficulty in the face of increasing competition, paving the way for a potential buy-out and, in 1986, Bremen-based entrepreneur and lawyer, Hinrich Bischoff acquired the airline and instigated a wholesale re-organisation. The former Hapag-Lloyd CEO re-launched the carrier under its new identity of Germania, while the SAT brand was retained and used as a medium to build on his previous





Germany in 1990 proved to be the catalyst behind a significant turn of fortune for the airline. As Berlin became the country's capital once again, many of the government ministries began to relocate from the old administrative centre of Bonn, a process which took many years (and indeed, some are yet to make the move). As a result, thousands of politicians and civil servants had to commute between the two cities and Germania was awarded the particularly lucrative 'Beamten-Shuttle' contract to transport these officials.

As a result of its increasingly large presence in Berlin during the early 1990s, Germania took the decision to relocate its administrative headquarters to the capital and with the move came a renewed push into the charter

Aircraft	In Service	Passengers	Notes
Airbus A319-100	8	150	
Boeing 737-700	8	148	5 Examples on lease to Air Berlin
Total	16		

Wet-leasing formed a major part of Germania's operations with its aircraft having appeared in a variety of liveries. Boeing 737-3M6, D-AGEK (G/n 25015), wears the colour scheme of low-cost carrier DBA.

market. As it had done previously, the carrier began serving tour operators and with its unusual service from Berlin to the tiny airport of Heringsdorf on the German Baltic coast, which proved particularly popular with holidaymakers during the summer months.

In 1995, Germania launched a further fleet renewal programme and placed an order with Boeing for 14 737-700s, the first of which was delivered three years later in a record-breaking, non-stop flight from the US manufacturer's Seattle plant to Berlin/Tegel. With the delivery of its new aircraft, wet-leasing

began playing an increasingly important role for the carrier yet again – it had insufficient work to keep its entire fleet active, and had intended from the outset to offload some of its aircraft to other airlines. Six of the 737s found work with German charter carrier LTU, though a dispute with the pilots union meant that rather than wear the colour scheme of their new operator, the aircraft were instead painted in a variety of liveries to represent the tour operators.

Low-Cost Carrier

The emergence of low-cost carriers during the early 2000s was particularly beneficial for Germania and created an entirely new market for the German airline. A contract was agreed with tour operator TUI in early 2003 to lease eight 737s to the newly-founded Hapag-Lloyd Express (marketed as HLX.com), leading to a significant portion of Germania's fleet being repainted in the former's New York taxi-inspired yellow and black chequerboard livery.

At the same time, Germania was also pushing to secure business in its own right and managed to acquire slots at

HISTORIC FLEET

Aircraft	Number	Introduced	Retired
Boeing 727-100	2	1984	1987
Boeing 737-300	18	1987	2011
Boeing 737-700	6	1998	2013*
Fokker 100	19	2003	2008
Sud Aviation Caravelle	3	1978	1986

*Some Boeing 737-700s have already been phased out, with the remainder expected to be disposed of by 2013

IT WAS NOT AN UNCOMMON OCCURRENCE THAT AT ANY GIVEN TIME, NONE OF GERMANIA'S FLEET WOULD BE WEARING ITS GREEN AND WHITE LIVERY!



Germania's Boeing 737-758, D-AGEU (c/n 28104) was one of several examples operated on lease to Air Berlin. www.airlineimages.com/TT



Germania Boeing 737-758, D-AGES (c/n 28108), was one of eight examples leased to low-cost carrier Hapag-Lloyd Express and is shown wearing the airline's distinctive, New York Taxi-inspired livery. www.airlineimages.com/TT



SAT's Syd Aviation SL 1210 Caravelles were supplemented by the larger Boeing 727 the first of which, a series 109 D-AHLS (c/n 19139), was delivered in 1984.

Wolfgang Mendel

the busy Frankfurt Airport. The carrier used these slots to re-establish the former Lufthansa service to Berlin, albeit employing a new, low-cost concept. Following a successful trial, airline owner and aircraft trader Bischoff took advantage of the post-September 11 market downturn and acquired 19 former US Airways' Fokker 100s. The

emerging no-frills trend, these aircraft were used to establish a new, low-cost brand under the name of Germania Express (marketed as gexx.de). In June 2003, the latter launched a raft of new, predominantly domestic services from Tegel, Munich and the iconic Cologne, though international

Nice, Palma de Mallorca and Tbilisi, also featured on the carrier's network. These routes were complementary to those operated by mainline Germania, but the no-frills branch adopted the novel approach of offering fixed prices on all of its scheduled flights – for domestic services, all seats were sold for €77 while on the busy route to Palma de Mallorca, tickets were just €55. Although these fares were not necessarily as low as some of the airline's competitors, the price remained the same for all of the seats on Germania Express' flights, even up to the point of departure. Entry into the low-cost market raised other issues for the carrier, and in particular, those surrounding marketing and advertising – its previously low-profile operations were well suited to the leasing sector where the majority of its customers were other airlines, but to be successful in its scheduled operations meant promoting its brand to passengers.

Germania disappears

In February 2005, the German press reported that rival low-cost carrier DBA (formerly Deutsche BA) was planning to acquire Germania Express in a move that would create the third largest airline in the country. In a convoluted deal, which was completed the following month, the gexx brand and route network, along with the majority of its Fokker 100 fleet, were integrated into DBA while Bischoff acquired a 64% share in the merged carrier, becoming >>





Above - Germania has followed the lead of many carriers by introducing a Premium Economy Class product on its longer-haul flights to the Middle East. (All photos author unless stated)

the largest shareholder.

With several Fokker 100s now sitting unused, Germania looked once again to the leasing market and secured wet-lease deals with the two major low-cost operators, Air Berlin and Hapag-Lloyd Express, for three and two examples respectively. While the heavy utilisation of its fleet was good news

for Germania, all of its aircraft were yet again operating in the colours of other airlines. The August 2006 acquisition of DBA by rival-carrier Air Berlin led to a further repaint of the leased Fokker fleet before the ageing jets were gradually phased out of use and disposed of entirely two years later.

In mid-2008, Germania re-launched its

own services out of Berlin and Dusseldorf to destinations in Turkey using a single 737-300. Though the global financial recession was a significant factor to the carrier's slow expansion, capacity was gradually increased as aircraft were returned from lease. This position was strengthened further as the German carrier continued to operate profitably

Below right - Germania's reliance on the lease and charter market led to its aircraft wearing a variety of liveries. Here Boeing 737 758, D-AGEL (c/n 28110), promotes the tour operator, Jahn Reisen.

Below - Germania owner Heinrich Bischoff acquired 19 former US Airways Fokker 100s, including D-AGPL (c/n 11314), for use by low-cost Germania Express.





Germania introduced a new uniform for its cabin crew in early 2011 to coincide with the delivery of its first Airbus A319.

Above Right - Germania's first Airbus A319-112, D-AHIL (c/n 3589), was previously operated by Hamburg International.



while the poor economy took its toll on domestic airlines, leading to the bankruptcy of several operators including Bluewings. Building on this position, Germania placed an order in 2010 for five A319s.

Germania Today

Germania's success has stemmed from its involvement in three distinctly different markets and its ability to alternate between each. This flexibility is typified by its services to Aleppo and Damascus in Syria. Following the recent civil unrest, demand for services fell and, in order to minimise its losses, the carrier suspended its operations and

reallocated its now spare capacity to domestic tour operators.

Currently, the most prominent sector for the carrier is wet-leasing, with Air Berlin the largest customer with six 737-700s. Also important is the airline's charter services, with several domestic and international tour operators having contracted Germania to operate to destinations across Europe, Africa and the Middle East.

In many cases, the airline has benefitted from being in the right place at the right time and, as it had done when it secured the 'Beamten-Shuttle' contract during the early 1990s, Germania landed another lucrative >>

GERMANIA'S LOW PROFILE CAN BE ATTRIBUTED TO ITS UNUSUAL BUSINESS MODEL



Boeing 737-758, D-AGEM (c/n 28099), carries an attractive livery promoting German tour operator TUI. This particular aircraft set a new world record during its non-stop, 4,511nm (8,435km) delivery flight from Seattle, US to Berlin.



Below right - Germania's Fokker 100, D-AGPL (c/n 11314), is pictured in front of the iconic terminal building at Berlin/Tempelhof. Sadly, both the aircraft and the airport are now consigned to the history books.

Germania's Airbus A319-112, D-AHIL (c/n 3589), is pictured between flights at the carrier's Berlin/Tegel base.

deal in August 2011. The carrier was awarded a contract to operate the Airbus corporate shuttle between the European manufacturer's plants at Hamburg/Finkenwerder and Toulouse. Previously served by OLT's Fokker 100s, Germania has assigned two A319s to this service, which operates twice daily on weekdays. During the weekends, the aircraft are positioned to nearby Bremen where they join a third example to operate charter flights out of the northern German city.

Germania's niche operations also extend to its choice of destinations, with many of its charter flights departing from secondary airports such as Memmingen and Friedrichshafen. Often overlooked by major carriers, the German airline has managed to operate in this small market for several years with relative

success, typically serving holiday destinations of the Canary

Islands, Greece, Turkey, Croatia and Bulgaria on behalf of tour operators. Another sector which the carrier is currently active is scheduled services which are sold through its

attractive, new-look website. Again, Germania has found success serving destinations which are not in high demand from holidaymakers but rather by the country's many ethnic groups, and rarely flies in direct competition. From its Western German base of Dusseldorf, the carrier offers scheduled flights to points such as Beirut in Lebanon, the Iraqi cities of Erbil and Sulaymaniyah or Trabzon, Samsun and Ankara in Turkey.

Germania has announced that it will base its future fleet around the A319 and has outlined plans to dispose of its remaining 737s by the end of 2013. However, with the airline currently operating just eight examples of the Airbus narrow-body, it's size is set to reduce markedly - additional capacity can be added either by retaining some of the newer 737s beyond next year, or

by using some of the aircraft owned by parent company SAT.

Having been in the aviation business for over 30 years, Germania has seen many ups and downs. Thanks to its flexible operating model, the airline has avoided committing itself to one single market, while its ability to move capacity back and forth between these different business sectors has not only secured its survival in difficult market conditions and during spells of poor trading, but has also proven to be a particularly successful method of operating.

Today more than ever, Germania is pushing to position itself as a recognised, scheduled operator and with its ageing Boeing aircraft being gradually phased out in favour of new Airbuses, the airline will soon have one of the youngest fleets in Europe. **EW**





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Rob Veron, Managing Director of the Blue Islands airline has a panoramic vista of the ramp and runway of Guernsey Airport through the windows of his office. From here, he can monitor the movements of his fleet – and all the other operations of airlines at the Channel Islands' second largest airport. This early spring morning, the whole area is shrouded in fog, but as the visibility eventually starts to improve, he is pleased to note that the first aircraft to land is one of his

Island Hopper

Geoff Jones analyses the growth and future plans of the Channel Islands-based turboprop airline.

ATB 42 G-ISLF
Saarbrücken, Germany,
prior to delivery in May
2011. Blue Islands



Blue Islands' MD Rob Veron with one of the airline's ATR 42s

British Aerospace Jetstream J32s. Now established as a major regional airline force, the privately-owned carrier has confounded many critics, and is now the preferred airline of choice for many flying to, from, and within the Channel Islands. Blue Islands and its predecessors – Le Cocq's Airlink and Rockhopper – have been providing scheduled airline services for more than ten years.

Rob, a chartered accountant by profession, took over as the carrier's MD in 2011. He replaced ex-Air Atlantique's Paul Sabin, who had steered the company from a modest Britten-Norman BN-2A Islander operator to a more mainstream

airline with turboprop ATR 42s and Jetstream 32s. Paul, a commercial pilot, wanted to return to the 'hands-on' aspects of an airline, sitting in the left-hand seat – a role he missed as the MD.

Blue Islands is now growing fast and claims to be the only scheduled carrier in Europe with the traditional airline values of providing its customers with 100% transparent pricing, making no charge for ticket changes, no card charges, and no baggage fees. The duo

provides complimentary in-flight snacks and drinks on longer routes, and has dedicated passenger lounges at Jersey and Guernsey Airports, with free drinks, snacks, newspapers, etc, available for all its passengers.

The airline carried 200,000 passengers in 2011 and is on track to meet its budgeted increase to 250,000 this year – prior to 2012 it had achieved an average 40% year-on-year growth. It currently employs 96 staff of whom 55 are aircrew. Its on-line booking system is claimed to be one of the easiest to navigate in the airline industry, and now has access to the Global Distribution System via its Amadeus link. Now in the second year of a five-year business plan, the carrier is expecting to record profitability – seven years after from its acquisition by the Healthspan Group.

Last year was a landmark time for the operator as (due to political decisions – see below) it stopped services from the Channel Island of Alderney, where they had been started in 2000 by owner of Le Cocq's Stores, Noel Hayes. Derek Coates Chairman both of the current airline and the Guernsey-based Healthspan Group (which sells health supplements, mainly

"WE HAVE STRONG BELIEF IN THE PRODUCT THAT WE OFFER AND THE BENEFITS OF FLYING WITH BLUE ISLANDS. NO CARD CHARGES, NO BAGGAGE CHARGES AND FREE TICKET CHANGES."

Rob Veron, MD Blue Islands





Blue Islands' sole BN-2A Islander is now in storage at Jersey. Airteamimag

by mail order), acquired a majority shareholding in December 2005. Coates' airline had aspirations to build up its network of routes to and from the island.

Change of Base

Routes to and from the Bailiwick of Guernsey (which includes Alderney) have to be licensed by the islands' individual governments. In February 2011 Blue Islands applied to commence operations from the island to Southampton (in competition with Aurigny Air Services) and provide the first direct link to France for many years (to Cherbourg). An improved frequency to Guernsey was also proposed. All the routes were to start on March 27, 2011 – just a few weeks after the application was lodged. There was also the promise of a major contribution

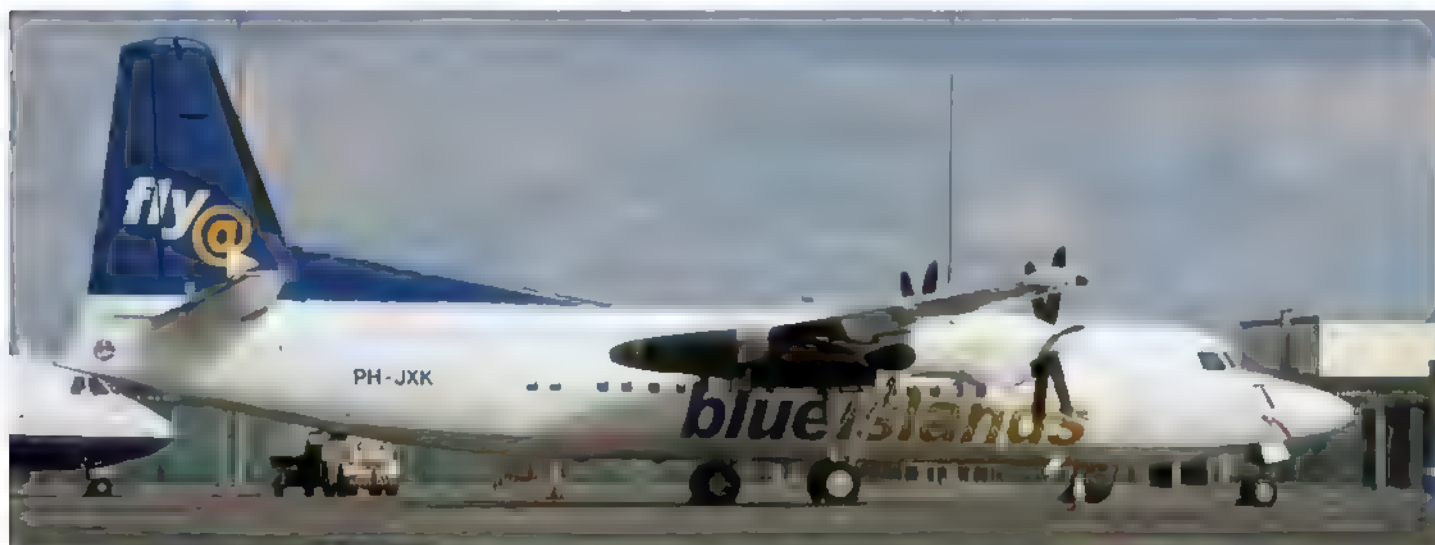
towards the tourism marketing budget. However, the Alderney States (the island's government) rejected the licence applications on grounds that it needed more time to consider them, and told Blue Islands to re-apply in six months. This meant the earliest it could be granted licences would be October 2011 after the busy – and financially beneficial – summer season.

The carrier's response was to withdraw its route licence applications, but more significantly it announced it would pull out from serving the island completely on May 11, 2011. This meant the end of a four times daily Guernsey to Alderney schedule using Britten Norman Islanders and Trislanders, and left Alderney with a sole operator, Aurigny, flying to Guernsey and Southampton.

Possible Takeover

In 2010, Blue Islands had made a bid to take over the Guernsey States-owned airline, Aurigny, which was experiencing hard times and was reported at that stage to be £7 million in debt after releasing poor financial figures. The deficit was claimed to come both from annual losses in 2008 and 2009 and in repayment of loans from the States of Guernsey for its purchase of two new ATR 72s. Aurigny and Blue Islands were flying in competition on inter-island services between Guernsey and Jersey, Guernsey and Alderney, and as the younger upstart in the Channel Islands, Blue Islands was definitely a thorn in the flesh to the established Aurigny. A possible merger was announced on July 15, 2010, when the States of Guernsey's

While one of its ATRs was undergoing maintenance in April 2012, Blue Islands has leased this Fokker 50, PH-BXR (c/n 20233) from Denim Air of the Netherlands.





Blue Islands' ambition was to serve non-EU banking centres, and in November 2007 it added Zurich and Geneva, services that former Swiss carrier Crossair had pioneered to Guernsey and Jersey until its demise in 2002. A wet-lease agreement was signed with Scot Airways and links to Zurich were launched with one of its Dornier 328-100s, G-BYHG (c/n 3098). Various route combinations have subsequently been flown to incorporate Zurich and Geneva, initially as a 'round robin' calling at Guernsey, Jersey, Geneva and then Zurich before a return to Jersey. This was dropped in favour of Zurich being served four times a week and Geneva three – Guernsey passengers position to Jersey by Jetstream to join the Swiss schedule. It has proved successful for both businessmen and (in the winter) for ski packages.

The first, Blue Islands'-owned, ATR 42, G-DRFC (c/n 007), joined the fleet in September 2009 when the Dornier was returned off lease, and this aircraft is one of the oldest ATR 42s still in regular passenger service. A second ATR 42, G-ISLF (c/n 546, ex D-BMMM of Contact Air), joined the fleet in May 2011. It is predominantly based in Jersey and was

acquired to help operate new routes. Last year was a major period of growth for the airline with 23% more passengers flying than in 2010 and upwards of 400 flights per week being flown. The concentration of services to and from Jersey also grew, although Guernsey passengers are still a vital part of the network. Blue Islands has many through fares for such passengers, who fly inter-island and then use Jersey as a hub for onward travel. One of the exceptions is the three times daily Jetstream service from Guernsey to Southampton – that competes with Flybe. This was first operated in 2007 and is used by a growing clientele who find it the most enjoyable and timely way to reach the south coast city. The first of the new schedules for 2011 began in April – a twice daily ATR 42 rotation from Jersey to London City – and this was followed in May by a flight from Jersey to Bristol (flown by a Jetstream). Later in the year Boumemouth was added – a return for Blue Islands who had used Translenders on the link from Alderney, and of course the original Le Cocq's Airlink. Finally, and most recently, a daily ATR rotation from Jersey to Manchester started in October. The success with London City, Bristol

Above left: This BAe Jetstream, G-BUVC, leased between 2007 and 2008 in this interim livery.

Above: The interior of one of the carrier's 19-seat BAe Jetstreams.

Top: BAe Jetstream G-ISLC in the carrier's initial livery over the south coast of Jersey.

and Manchester has been "phenomenal" according to Veron. Load factors on all three routes are high, and on the Bristol sector sufficient to warrant the prospect of changing from a Jetstream 32 to an ATR 42 in the foreseeable future.

The carrier regards obtaining its London City (LCY) morning and evening slots "as a major coup" and with its two daily ATR 42 rotations, expects to grow its Jersey to London market by 40%. There is plenty of scope for this, as the total market is currently 700,000 passengers a year (previously with British Airways (BA), Flybe and Aurigny), of which Blue

BLUE ISLANDS FLEET (SI/BCI)				
Type	Reg'n	C/n	Passengers	Remarks
ATR 42-320	G-DRFC	007	46	Sep 2009 - current
ATR 42-500	G-ISLF	546	48	May 2011 - current
	G-BUVC	970	19	Jul 2007 - 2008
	G-FARA	740	19	1st Sep 2011 - current
BAe Jetstream 3201	G-ISLB	871	19	Sep 2005 - current
	G-ISLC	873	19	Sep 2005 - current
	G-ISLD	935	19	Jan 2006 - current
	G-JIBO	711	19	1st April 2010 - current
BN 2A-6 Islander	G-XAXA	530	9	Aug 2000 - 2011 stored
BN 2A Mk II	G-BEDP	1077	16	Feb 2005 - Dec 2011
Translander	G-LCOC	674	16	Jul 2001 - Dec 2011
Dornier 328-110	G-BYHG	3098	31	Nov 2007 - Sep 2009
Boeing 737	PH-JKK	20233	50	Aug 2012 - current

Islands seeks to acquire a modest 5% niche chunk. Customers on the route are predominantly business-related, liking the premium product offered and the ability to use the stress-free airport on which LCY has built its reputation. There are at least 20 prime European destinations – plus the BA transatlantic service via Shannon – that customers can connect with from LCY. Close to 50% of passengers take this opportunity.

Several destinations – including Cardiff, Dublin and Paris/Beauvais – were initially operated as charter services for Healthspan Leisure, but did not prove viable as scheduled flights and were subsequently dropped. This year, there's a more measured approach to network expansion, the first new route was due to start on Saturday May 12 for the summer period. This is a weekly service from Jersey to Cambridge on behalf of CI Travel Services, with a series of charters also to be flown each summer weekend to Dundee for the same company.

"Our main focus will be to continue to grow the new routes and to progress plans for another new direct European connection from Jersey, possibly either Paris or Amsterdam," Veron told *Airliner World*. "We are actively talking about possible interline agreements with the major carriers at these two hubs. We are very happy with the Jetstream 32 and ATR 42 combination in our fleet. With 48 seats, the ATR is the ideal aircraft for our busier routes and a great aircraft. Over the next two years we expect to invest in more."

Jersey is now the carrier's Channel Island focus, although the airline



Blue Islands' first ATR 42, G-DRFC (c/n 007), climbing away from Guernsey.

continues operations at Guernsey – with services to Southampton and the inter-island link to Jersey being two of its most successful routes. "That island's [Jersey's] open skies policy and its commercially driven airport make it far easier to do business with in terms of our network development and based on our research in to new routes and possible yields," added Veron. "Jersey doesn't own an airline [referring to Guernsey States' ownership of Aurigny] that is competing with us!

"Last year was significant for us. Four new routes were launched starting with London City in April, Bristol in May and more recently Manchester and Bournemouth. Plus, with an extra Saturday flight on the Zurich service, allowing ski lovers to make the most of the slopes. I have a strong belief in the product that we offer and the benefits

of flying with Blue Islands mean no card charges, no baggage charges and free ticket changes. What is interesting is that our competitors are now offering the same benefits as limited offer promotions, the difference is, this is our core philosophy and always has been."

Leaving Rob's office, the fog has completely lifted and the Blue Islands Jetstreams and ATR-42s are coming and going again. He smiles, pleased that the earlier disruption is over and his passengers can get on with their travel and business. His parting shot is a further plea for other airlines to adopt the carrier's honest and transparent pricing policy – he welcomes the Office of Fair Trading's (OFT) up-coming review of airline fares and pricing and wants the rest of the industry to adopt the traditional values that Blue Islands already proudly embraces. **EW**

The arrival of the Dornier Do 328, G-BYHG (c/n 3098), at Guernsey for the launch of the Zurich schedule.



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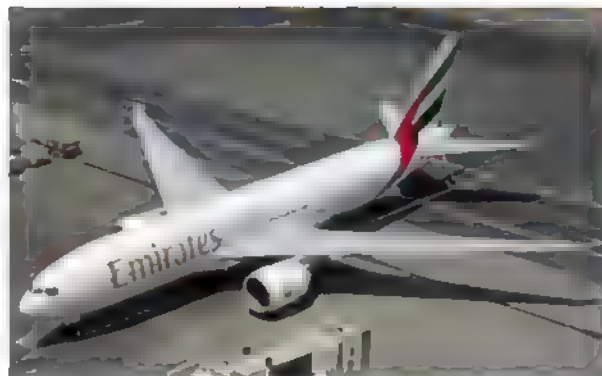


BTV, EFBs, G

The ever-increasing cost of aviation fuel and growing pressure from environmentalists to reduce emissions is making airlines investigate alternative ways of operating while also saving costs. One of the easiest ways is to reduce flying time by making departures and arrivals at airports quicker and simpler. Emirates Airline in the United Arab Emirates has one of the most modern aircraft fleets in the world, has been looking at how it can use onboard technology to reduce the length of an approach path and cut down distances between aircraft.

Brake To Vacate (BTV)

Airliner World spoke to Robert Everest, Vice President Flight Operations Support, in his office at the Emirates Airline headquarters, opposite the site of the new Terminal 3 at Dubai's International Airport. "Our flight dispatch teams are responsible for flight planning for all services," he said. "The aeronautical services section is concerned with updates to the Flight Management Systems [FMS], airport charts – both paper and electronic, Electronic Flight



Top - With some of the more modern aircraft – including the A380 – it's possible to perform a GLS approach using the onboard electronics.

Above - On flights to Sao Paulo using its long-range Boeing 777s, the carrier can save up to 18 minutes of flight time and 7,700kg of CO₂ using Flextracks technology.

Bags [EFB] and Onboard Airport Navigation Systems [OANS].

"At Emirates, we use Brake To Vacate [BTV] which uses the Onboard Aircraft Navigation System [OANS] charts," said Everest. "This requires an extra chart to add to the normal airport documents. A three-month evaluation with the assistance of air traffic control providers Eurocontrol and NATS has resulted in 20 seconds less runway occupancy for each of our Airbus A380s."

Basically, prior to the Top of Descent (TOD) point, once updated weather

and runway details are available for the destination airport, the information is entered into the A380's computer which will calculate the 'best' exit taxiway – based on aircraft weight, windspeed, runway condition etc. Once the aircraft has landed, the automatic systems will provide optimum braking and reverse thrust to achieve that exit. Air traffic control officers will then know in advance where the aircraft will exit and can often sequence the next aircraft in sooner.

"We use it here at Dubai as, at times, it can get very busy and we need to

ILS CATEGORIES

Many instrument approaches allow for landing in conditions of low visibility. ICAO classifies Instrument Landing System (ILS) approaches into the following categories.

Category	Decision Height (above threshold)	Runway Visual Range Limit	Visibility
I	200ft	550m	800 m
II	100ft	350m	N/A
IIa	50ft < DH < 100 ft	200m	N/A
IIb	D < DH < 50ft	less than 200m but not less than 75m	N/A
IIc	No DH	No RVR	N/A

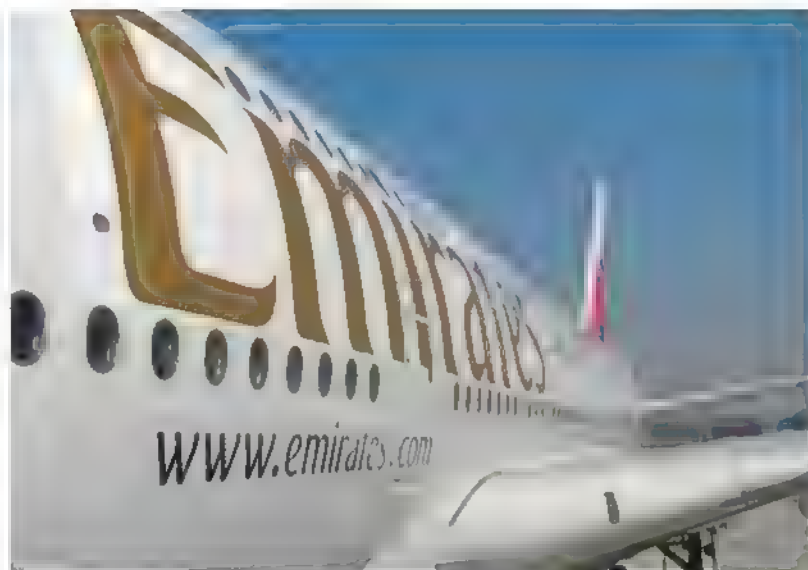
increase the hourly runway capacity," added Everest. "Around 90% of the A380 crews use it on a regular basis. It's based on software provided by Lufthansa Systems and the aircraft's Global Navigation Satellite System (GNSS)."

"For every airport we have a specific database for manual or automatic [Category 1, 2 or 3 – see box] approaches," added Alex Scerri Fleet Technical Pilot A380. "Now, with BTv, the aircraft can provide optimum braking to make the predicted exit. Once the information has been inputted into the FMS, the aircraft will predict which exit to use. We normally then choose the one after – to improve the comfort for passengers by optimising the braking. Wet or dry, it's more efficient as the aircraft will automatically brake in one action – as opposed to the pilot who may make two or three applications – and this is more efficient for carbon brakes."

Electronic Flight Bags (EFB)

Traditionally, an array of approach charts for every airport on an aircraft's routing – including those for possible diversions – has to be carried on each flight. This has meant flightcrew having to carry large and heavy briefcases full of paper – 99% of which is never used. And two sets are normally carried for

With Flextracks, the carrier looks at the prevailing winds of the day and chooses the route that gives the best airspeeds and, therefore, lowest fuel consumption.



safety reasons. For around ten years now, Emirates (along with other carriers worldwide) has been using Electronic Flight Bags (EFBs). These have the same information as the paper charts, but it's stored on a laptop (or similar). However, there is always a single full set of paper charts in case of any electronic problems.

There are three categories of EFB:

- Class 1s are portable electronic devices (PEDs), which are stowed and not normally used during take-off and

landing operations.

- Class 2s are normally mounted in a position in the cockpit where they are utilised during all phases of flight and require an administrative process to remove/replace from the aircraft.
 - Class 3s are fixed, installed equipment and therefore require installation design approval.
- (Both Class 1 and 2 EFBs are considered PEDs. It is only the associated fixed equipment such as computer mounts >>

Prior to the Top of Descent (TOD) point, once updated weather and runway details are available for the destination airport, the information is entered into the A380's computer which will calculate the 'best' exit taxiway.

LS and iFlex

OANS

According to Emirates, the Thales OANS solution is a major step providing the flight crews with improved safety and efficiency during airport surface manoeuvres. Either proposed as a stand-alone unit or integrated into generic modular architecture, the OANS provides the most effective response for enhanced situational awareness on the ground.

The system presents an aircraft's position in real time over an airport moving map, using an Airport Mapping Database – such as that provided on the A380. Pilots consult the map and prepare the ground navigation for the selected airport.

It was first deployed on the A380, but is now available on A330/A340 and A320 Families.



or docking stations that require formal approval.)

"We have had Class 1 on all our aircraft for around ten years," said Bob Everest. "We also have 37 of our 777s fitted with Class 3, while we're retrofitting all Class 2s to provide more flexibility – swapping laptops etc."

The A380 fleet is fitted with a Network Server System/Onboard Information System (NSS/OIS), which is technically regarded as Class 3. "There are normally two bags on board with 'paper', but only one on the A380 – and this remains 'sealed' so that everyone knows it contains everything. As soon as it's opened, it has to be taken back to headquarters and rechecked," added Everest. "For Class 2 installations, we are working with regulators to take the second bag off."

Lufthansa Systems has developed a simple single-page chart to minimise the number of pieces of paper in the bags. This has all the charts on one page. As an extra benefit on the A380, the Emirates' Flight Ops performance section also issues a plan to say where and when the aircraft can be taxied at certain airports.

GNSS Landing System (GLS)

Most major airports have at least one fixed Instrument Landing System (ILS). However, they are specific to a particular runway approach and therefore two are needed for each runway for a full coverage. With some of the more modern aircraft – including the A380 – it is possible to perform a GLS approach using the onboard electronics – including the Global Navigation Satellite System

(GNSS). The advantage for the airport is that the approach can be used for any runway and does not need continued calibration to ensure it is still working correctly. Airport operators do have to undertake some initial ground work – in terms of producing a list and positions of obstacles around the airport etc – to set up the system.

GLS could be a great benefit for smaller airports and is being pushed in the Australia region. It's been in existence for around ten years, but has been slow to be implemented. It is installed at Bremen in northern Germany – where, in February this year, low-cost carrier Air Berlin started flight operations using GLS following the German Federal Office for Air Traffic Control's accreditation of the ground station for the new satellite-based approach and landing system, GBAS (Ground Based Augmentation System).

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For around ten years now, Emirates (along with other carriers worldwide) has been using EFBs. These have the same information as paper charts, but it's stored on a laptop (or similar).

Flextracks and iFlex

Over the past few years, Emirates has worked with Aurservices Australia to use non-fixed (flexible) air traffic routes optimised for the prevailing weather – Flextracks – on its routes to the country from Dubai. Basically, instead of using 'standard' airways routes, the carrier looks at the prevailing winds of the day and chooses the route that gives the

best airspeeds and, therefore, lowest fuel consumption. The procedures have been in use (typically) for over eight years, and are estimated to have saved 628 tonnes of fuel and 57 hours in trip-times. The carrier claims that every minute of flying time saved reduces fuel consumption by an average of 62 litres and CO₂ emissions by 160kg – as less fuel, and thus less weight, needs to be carried. The average saving per flight has been six minutes of trip-time and one tonne of fuel.

This method works well where there are few other airways routings crossing the Flextracks path. The next area to be considered was Africa, and Emirates' new routes between Dubai and South America: most of the major airways cross the continent from north to south so trials were done looking at east/west routings. Following one such trial in the middle of last year on flights to Sao Paulo, the carrier saved up to 18 minutes of flight time and 7,700kg of CO₂. Another carrier involved in the initial trial was Delta Air Lines of the USA on its service between Atlanta and Johannesburg.

The next to be looked at will be the transpolar routing from Dubai to Los Angeles/San Francisco. Working with agencies in Russia, 20 to 30 new routings across the North Pole region have been proposed and trialled.

With all these initiatives, Emirates, like many other carriers, is working towards a reduction in fuel burn, carbon emissions and time spent in the air. These will also save money which, of course, is good for the carrier's 'bottom line'. *EW*



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JUNE 2012

British Airways has revealed the first of an eventual nine aircraft to be painted in this special 'Dove' livery ahead of the London 2012 Olympics.





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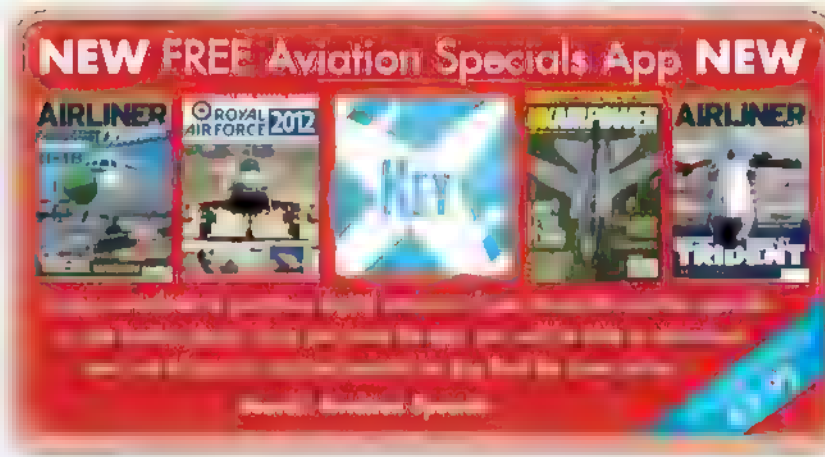
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Golden Swan Song

Gerry Sweet takes a nostalgic look at the Vickers VC-10, the last long-haul airliner built solely by the British aircraft industry, as the type celebrates the 50th anniversary of its maiden flight.

The Vickers VC-10 was not only the last large airliner to be built by an independent British aircraft manufacturer but, sadly, was also the last in the line of commercial aircraft built solely by Vickers that included the Varsity, Viking, Vanguard and Viscount. During its relatively short commercial service life its graceful lines and comfortable cabin were appreciated by passengers and crews alike. But its disappointing sales record reflected the attitude of the then national flag carrier, British Overseas Airways Corporation (BOAC), which had a predilection for American-built aircraft. Fortunately, the Royal Air Force stepped in and prolonged the type's lifespan by acquiring examples for transport duties. But total sales of just 54 airframes hardly covered the project's development costs.

Inside the production hangar at Vickers' Brooklands facility – two 'Standard VC-10s can be seen nearing completion.

Background

In 1951, Vickers had been contracted by the Ministry of Supply (MoS) to develop a large, jet-powered troop carrier for the RAF, designated the V1000 – a proposed civilian transport version of which, dubbed the VC-7, had attracted interest from BOAC. In November 1955, however, with the prototype practically complete, the MoS cancelled the contract, citing defence cutbacks. It was hoped that BOAC would still be keen on the passenger version, but it declined, pointing to delays and problems it had experienced with other British-made airliners such as the de Havilland Comet and Bristol Britannia.

Early air-to-air picture of the VC-10 prototype during one of its many test flights. This was an uncertain period for the programme, with launch customer BOAC questioning whether it really wanted the aircraft at all.

The VC-7, had it gone ahead, might well have been Britain's answer to the Boeing 707, but in 1956, BOAC – with government backing – ordered 15 707-400s at a cost of £44 million, each to be powered by Rolls-Royce

>>





Conway engines. However, within a few years, BOAC would need to replace its Comet 4s and Britannia airliners on its so-called 'Empire' routes. Many of these destinations had short runways which, coupled with 'hot and high' conditions, were quite unsuitable for the airline's 707s. So, by 1957, a new set of specifications emerged from BOAC. These called for a fast jet, capable of carrying loads of 35,000lb (15,876kg) over 4,000 mile (6,437km) sectors to Africa, Australia and the Far East. Although in competition with several other British manufacturers, the Vickers design was subsequently accepted – albeit as a private venture, and the project was designated the VC-10.

The VC-10 Concept

Calling on the expertise gained while designing the V1000, the VC-10 concept was based upon an uncluttered wing to give maximum aerodynamic lift, enhanced by the use of Fowler flaps – invented by Harlan D Fowler in 1924, the split flap that slides backwards flat, before hinging downwards, thereby increasing the wing's chord and then camber – as well as full-span leading-edge slats. Designed for excellent short airfield performance, the wings could also be used to carry most of the fuel. A rear-engined design was therefore called for, together with a high, variable-incidence T-shaped tailplane to avoid jet efflux affecting the control surfaces.

"FORTUNATELY FOR VICKERS, THE GOVERNMENT INTERVENED IN MAY 1961 AND A REVISED CONTRACT WAS SIGNED FOR 35 SUPER VC-10S PLUS 15 OF THE STANDARD VARIANT."

This configuration also gave a higher payload, better economy and, for passengers, much less engine noise. Other gains included reduced fire hazard in the event of a crash and less engine damage due to debris being thrown up from primitive runways. Additionally,

The prototype VC-10, G-ARTA (c/n 803) makes its maiden flight from the short Brooklands runway on June 29, 1962. *Key Collect*





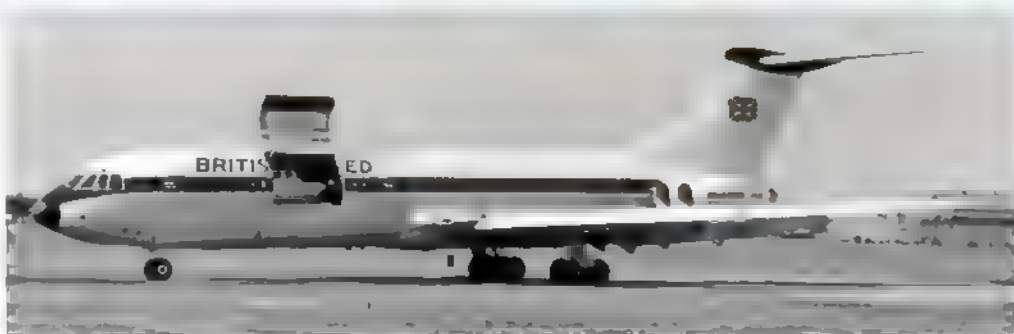
Vickers Super VC-10, G-ASGD (c/n 854), wears the elegant livery of British Overseas Airways Corporation (BOAC), the largest commercial operator of the type.

various V1000 design features were also incorporated – particularly the use of structural parts machined from solid blocks of metal instead of sheets; and the inclusion of supporting fuselage hoop frames for maximum strength. Room for six-abreast seating was also achieved. The flightdeck technology was also state-of-the-art, with quadruplicated automatic flight control to provide zero-visibility landing capability in poor weather.

BOAC signed a letter of intent for 25 VC-10s in May 1957 with Vickers – reluctantly it appears, since it was already concerned about the aircraft's operational costs, but the national carrier hoped that other airlines would also purchase the new jet. Meanwhile, Vickers had calculated that its manufacturing breakeven point was 80 aircraft, based on a unit price of £1.5 million. At this stage the proposed VC-10 design had an estimated all-up weight of 247,000lb (112,037kg) with a payload of 38,000lb (17,237kg) and seating for 135 passengers. The engines selected were four 16,500lb static-thrust Rolls-Royce Conway turbofans, suspended in pairs either side of the fuselage below the tailplane. The engines were selected to give parity with those on BOAC's 707-400s, giving the carrier more flexibility when servicing both types.

Development

As the VC-10 development proceeded it became clear to the Vickers designers that relatively small changes would give the new airliner a transatlantic capability, enabling it to function over the whole of BOAC's route network. This could be achieved by increasing the Conways' power to 18,500lb, adjusting



the wing sweep by an additional half a degree and extending the wing span to 140ft (42.7m) to provide greater fuel capacity. Given these amendments to the aircraft's design, BOAC signed a firm contract for 35 VC-10s in 1958, with an option for 20 more examples, with deliveries scheduled to start in 1964.

Much design time was taken up with wind tunnel tests, which refined the wing and the optimum position for the T-tail. Both the fin and tailplane had a greater sweep-back angle than the main wing to ensure that control did not deteriorate at lower speeds. By the end of the development period the gross weight had risen to 312,000lb

After the merger of BOAC and BEA resulted in the formation of British Airways in 1974 the Super VC-10s were retired from the carrier's transatlantic services and were used on its Empire routes instead.

By the time of the merger, BOAC had acquired four Standard VC-10s in the mid-to late-1960s – three of them were fitted with a large cargo door and designated Type 1103s.

British United Airways acquired four Standard VC-10s in the mid-to late-1960s – three of them were fitted with a large cargo door and designated Type 1103s.

(141,520kg) and the airliner was to be powered by uprated Conway RCo.42s which each produced 20,500lb of thrust.

BOAC's own calculations showed that, by 1960, the VC-10 would cost £4.24 per passenger-mile to operate, compared to the 707's figure of £4.10. This internal information was leaked and reportedly led to the loss of several potential overseas orders for Vickers. In fact, there were calls within BOAC to scrap the deal and purchase more 707s.

In an effort to bolster interest in the programme, Vickers (now part of British Aircraft Corporation – BAC) began studies on a stretched variant of the VC-10 – which would be more >>



economical to fly – designated the Type 1151 or Super VC-10. Tailored for the transatlantic market, the fuselage length was increased by 13ft (3.9m) and it could accommodate seating for 163 passengers in an all-Economy Class cabin. Range was increased by an additional fuel tank in the fin torque box, while power was further enhanced by 22,500lb Conway RCo.43 Mk 550s.

During the early 1960s Vickers was experiencing financial difficulties and there were doubts as whether it could supply the original order for 35 'Standard' aircraft without making further losses. It offered BOAC the Super VC-10 variant at £2.7 million each, only to hear that, due to a poor business forecast, the carrier was not convinced it still required its full commitment. Fortunately for Vickers, the government intervened in May 1961 and a revised contract was signed for 35 Super VC-10s plus 15 of the Standard variant. Eight

of these were to be constructed as 'combi' aircraft with a large cargo door and stronger flooring for future freight/passenger roles. In the event, they were never built.

With first deliveries imminent in 1964, BOAC announced it wanted to cut its original commitment for 35 Super VC-10s to just seven, but the government stepped in again and guaranteed to take any over-production as military transports. In fact the total number finally acquired by BOAC was 17. Perversely, the carrier's orders for 707s remained unchanged and this, together with the prolonged and well-publicised wrangling that went on during this time, further eroded overseas market confidence in the British product.

Entering Service

The completed Type 1101 Standard VC-10 prototype, G-ARTA (c/n 803), was rolled out of Vickers production sheds



Fig - The colourful 'Golden Falcon' livery of Gulf Air looks resplendent on one of the carrier's Super VC-10s, A40-VL (c/n 814).

Above - The Economy Class cabin onboard a former BOAC Super VC-10, A40-VL (c/n 814).

at Brooklands, Weybridge in April 1962. After a period of ground testing, it made its first flight on June 29. Vickers' chief test pilot, Jock Bryce, was at the controls with Brian Trubshaw as co-pilot. They took-off from Vickers' short Brooklands runway with no problem, already proving the type's short-field performance. Flight testing from the company's Wisley airfield showed that the expected cruising speed of 580mph

THE VC-7, HAD IT GONE AHEAD, MIGHT WELL HAVE BEEN BRITAIN'S ANSWER TO THE BOEING 707





(933km/h) was not being achieved, necessitating a few changes: the chord of the leading edge slats was extended and Küchemann wing tip devices which increased the wing's aspect ratio and reduced drag were fitted. This resulted in a final wing span of 146ft (44.5m), while around the rear of the aircraft, beaver-tail shaped fairing extensions were added between the jet pipes of each engine pair to help airflow and further reduce drag.

The first production VC-10, G-ARVA (c/n 804), made its maiden flight on November 8, 1962 followed by the second example, G-ARVB (c/n 805), on December 21. There followed two years of intensive flight testing, including visits to Aden, Beirut, Kano, Khartoum, Nairobi and Rhodesia. In these areas, the jet's 'hot and high' performance proved to be entirely satisfactory. The type received its Certificate of Airworthiness in April 23, 1964 and the

first example entered service with BOAC six days later on the carrier's regular rotation from London to Nigeria. Over the next few months the new airliner replaced most of BOAC's Britannia aircraft and Comet 4s on its African routes and within 18 months it was also being flown to the Far East. But by the time the type entered service, many of the shorter runways on BOAC's Empire routes had already been extended to accommodate the 707 as well as the Douglas DC-8!

The first Super VC-10, G-ASGA (c/n 851), flew on May 7, 1964 and was delivered to BOAC on December 31, 1965. Routes to the West Indies, Canada and the Californian coast were quickly established with the type. Despite BOAC's initial reluctance to choose the type, it proved extremely popular with crews and passengers alike. The carrier's customers actually requested to fly on VC-10s and crews reported it was easy to fly with minimal fatigue. In fact, what became apparent was that the aircraft's speed and comfort translated into fewer empty seats compared to the airline's 707s. With the Super variant delivering even better economy, the cost per passenger carried averaged £486 per revenue flying hour, compared to the £510 for the 707. These facts were not released by BOAC, however, for it was receiving a handsome subsidy from the government for having to fly the allegedly 'more expensive' British manufactured airliner. It even

The cockpit of Super VC-10, G-ASGC (c/n 853) looks very dated now. This example was retired from service in April 1980 and placed into the care of the Duxford Aviation Society, where it can still be seen today.



This former British Caledonian Airways Super VC-10 (ex G-ASIW, c/n 819) was acquired by Air Malawi in November 1974, when it became 7Q-YKH. (Airtour Page 48)

>>



John Bryce leased VC-10 G-AKXU (c/n 829) from

1964

East African Airways purchased five passenger/freight Super VC-10s (type 11546) between 1966 and 1970.

1965

1967s but, as a final result,

the US manufacturer scrapped them at Heathrow. The last 'Standard' type 1101, G-ARVM (c/n 815), was retained as a fleet back-up until 1979 when it was donated to the RAF Museum at Cosford. It remained there until October 2006 when it was controversially scrapped, the fuselage being transferred to the Brooklands Museum at Weybridge.

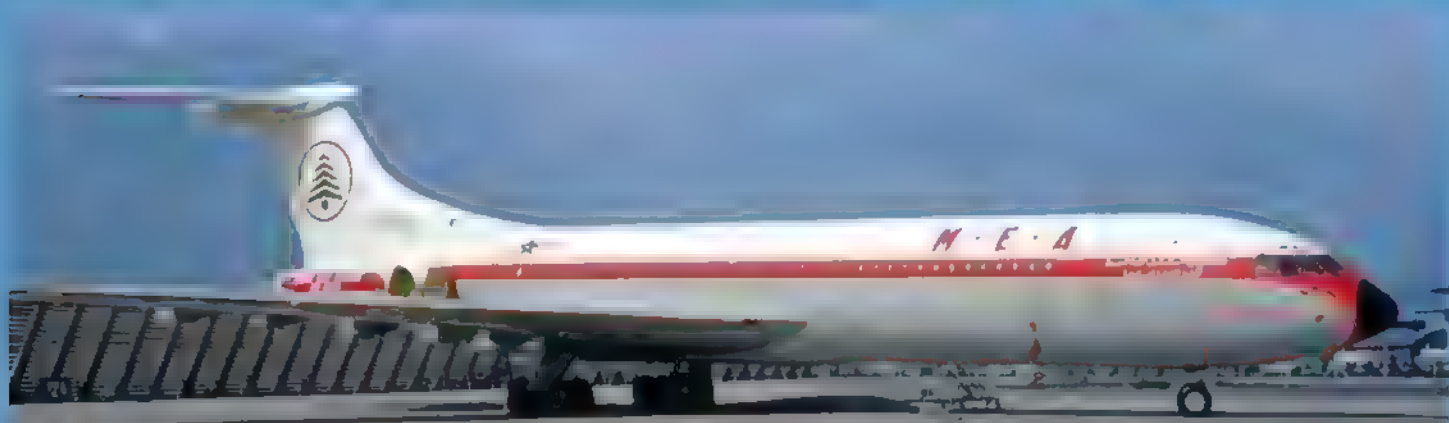
The VC-10 fleet still had many flying hours left, but the introduction of more stringent noise reduction standards in 1980 meant that BA had two options: develop 'wash-kits' for the Conway engines or retire the aircraft. Eventually it decided to withdraw the type from service – but, after a year, BA had been unable to sell any of them to other operators and instead sold 24 of the 35 remaining airframes to the Ministry of Defence; these were destined to be converted into air-to-air refuelling tankers for the RAF. The remaining jet, G-ASGC (c/n 853), was donated to the Oxford Aviation Society and flown to

declared publicly that its purchase of the VC-10 was politically motivated.

British Airways (BA) was formed in 1974 through the merger of BOAC and British European Airways (BEA), and soon after it began retiring the Super VC-10s from transatlantic routes. After just ten years they were replaced by wide-bodied jets such as the 747-100s already flying with BOAC since 1971. The Super replaced the

eleven remaining Standard models on the carrier's Empire routes, with the latter being gradually withdrawn from service. Five of these earlier variants were leased to Gulf Air and two became VIP transports in Qatar and the United Arab Emirates, G-ARVJ (c/n 812) and G-ARVF (c/n 808), respectively. All were eventually acquired by the RAF. Three others were actually sold to Boeing as part-payment for another batch of new

1968





"ONE SERIOUS ENQUIRY WAS RECEIVED FROM THE CHINESE STATE AIRLINE (CAAC), BUT BY THE TIME IT WAS READY TO PLACE AN ORDER, THE PRODUCTION JIGS HAD ALREADY BEEN BROKEN UP BY BAC."

was leased by Middle East Airlines from April 1967 until it was destroyed by Israeli commandos in Beirut on December 28, 1968. The other was retired in 1980. East African Airways purchased five passenger/freight Super VC-10s (Type 1154)

between 1966 and 1970—in fact the final five examples off the production line. One of these, 5X-UVA (c/n 881), was involved in the type's second fatal accident when it aborted take-off from Addis Ababa airport in April 18, 1972. It overran the end of the runway, broke up and caught fire, killing 43 of the 107 on board. The four remaining aircraft continued in operation until they were retired in 1977 when they were returned to BAC and later acquired by the RAF. Air Malawi acquired a single example, 7Q-YKH (c/n 819), from British Caledonian in November 1974 which flew with the African carrier until October 1979 when it was withdrawn from service and stored at Hurn, Bournemouth. It was later flown to Blantyre where, after

area VC-10 C.Mk. AV164

(Conway)

being repaired, it was flown to Harare. In 1983, the Type 1102 previously cancelled by Ghana Airways and, in 1968, the prototype, G-AKIA, which had been converted to a Type 1109 for Laker Airways. This aircraft was written-off in a landing accident at Gatwick in 1972 while flying with British Caledonian. One of BUA's former VC-10s, G-ASIX (c/n 820), was sold to the Sultan of Oman in 1974 and converted into a flying palace. When the Sultan upgraded his

the Imperial War Museum at Duxford on April 18, 1980.

During its service with BOAC and BA, the VC-10 had no fatal accidents attributed to the operation of the aircraft. However, one passenger was killed during one of three hijackings involving the type. The fatality, a German banker, occurred on November 22, 1974 when on a BA flight from Dubai, G-ASGL (c/n 867) was forced by terrorists to fly to Tunis. The late Captain Jim Fitcher was awarded the Queen's Gallantry Medal for his actions during the incident. Just a month later, passengers aboard G-ASGL (c/n 862) had a lucky escape when all four

Conway engines failed on a flight from Hong Kong to Japan, causing a complete electrical failure. The quick-thinking crew lowered the electrical ram turbine, which provided enough power to restart the engines and the aircraft was able to continue on to Tokyo.

Other Operators

Overseas operators of the VC-10 were confined to Africa and the Middle East. Ghana Airways ordered three Standards in January 1961, although one was subsequently cancelled. The other two were built with the addition of cargo doors and were designated as Type 1102. One of the aircraft, 9G-ABP (c/n 824),

VC10 SPECIFICATIONS

	Type 1101 Standard	Type 1151 Super	Type 1106 / C.Mk1
Powerplant	4x 20,400 lb (89,76kN) Conway RCo 42 Mk 540	4x 22,500 lb (100kN) Conway RCo 43 Mk 550	4x 22,500 lb (100kN) Conway RCo 43 Mk 550
Wing Span	46 2ft (44 56m)	146 2ft (44 56m)	146 2ft (44 56m)
Wing Area	2,932sq ft (272 7m ²)	2,932sq ft (272 7m ²)	2 932sq ft (272 7m ²)
Length	158 7ft (48 4m)	171 33ft (52 23m)	171 33ft (52 23m)
Height	39 5ft (12 04m)	39 5ft (12 04m)	39 5ft (12 04m)
Empty Weight	139,510lb (63,270kg)	146 960lb (66,648kg)	142 225lb (64 501kg)
Gross Weight	312,000lb (141,496kg)	335,000lb (151,927kg)	322,000lb (146,032kg)
Fuel Load	17,925gal (81451 ltr)	19,275gal (87,586 ltr)	19,275gal (87 586 ltr)
Cruising Speed	560mph (903km/h)	565mph (911km/h)	580mph (935km/h)
Ceiling	43,000ft (13,109m)	43,000ft (13,109m)	42 000ft (12 804m)
Range	5,850 miles (9 435km)	5,960 miles (9,613km)	6,260 miles (10,097km)
Passengers	115 mixed / 135 Economy	139 mixed / 163 Economy	150 personnel or 78 stretchers & nurses
Crew	4 plus 3 stewards	4 plus 3 stewards	2 pilots, 1 navigator

personal transport, his VC-10 was donated to the Brooklands Museum. Nigerian Airways initially ordered two Standard jets in 1969, but later decided it couldn't afford them, instead leasing the second production aircraft, G-ARVA, from Vickers. This example was involved in the type's first fatal accident – when flying as 5N-ABD, it crashed while landing in Laos on November 20, 1969, killing all 87 passengers and crew on board.

Marketing efforts were made in other countries including Mexico, Argentina, Lebanon, Thailand, Czechoslovakia and Romania – without success. One serious enquiry was received from the Chinese State Airline (CAAC), but by the time it was ready to place an order, the production jigs had already been broken up by BAC.

Military Colours

The longevity of the VC-10 design can be credited to its secondary role as an RAF transport/tanker aircraft – which continues today, some 50 years after the prototype made its maiden flight. In 1961, the Air Ministry signed a deal for five VC-10 transport variants to meet their specification C 239 – an order later increased to eleven when, as previously mentioned, BOAC reneged on its original commitment. These were followed three years later by a deal for three Super VC-10s. All were designated as Type 1106 and built with a cargo door, reinforced flooring and an extra fuel

The prototype VC-10, G-ARTA ended its flying career at British Caledonian Airways. It was damaged beyond economical repair in a hard landing at Gatwick Airport on January 28, 1972 and is seen here being scrapped shortly afterwards.

Airteamimages.com



tank in the fin, and were powered by Conway RCo.42 turbofans. In addition, they received an air-to-air refuelling nose probe and an auxiliary power unit in an extended tail cone. All 14 were designated C Mk.1s by the RAF and were operated from RAF Brize Norton.

In 1977, the RAF placed a contract with British Aerospace to convert five redundant BOAC Standard VC-10s and four ex-East African Airways Super VC-10s into air-to-air refuelling tankers; these were designated as K2s and K3s respectively.

Four years later, 14 former BA jets were acquired by the MoD and initially placed in storage at Abingdon for spare part reclamation. In 1990, five of the more complete airframes were converted to K4 tankers. At this time, 13 of the original

C Mk1s remaining in service were also converted into a dual transport/tanker role, designated as C1Ks. As of March 31, 2012, the number of VC-10s still flying with the RAF at Brize Norton is nine: four K3s and five C1Ks. However, the days of the VC-10 are now numbered as the RAF starts to take delivery of its next-generation transport/tanker aircraft, the Airbus A330-200 Voyager. On June 29, 2012 the VC-10 celebrates the 50th anniversary of its maiden flight, a milestone that many involved during its early development stages as the airliner struggled to gain airline orders would have found hard to believe. The RAF airframes are due to soldier on for another two years and the type will finally be withdrawn from service in 2014. **EW**

On June 29, 2012 the VC-10 will celebrate its 50th anniversary, a milestone that many would have found hard to believe. The sun is finally setting on the last long-haul airliner to be built solely by the British aircraft industry. **Airteamimages.com**



Celebrate
50 years of the
VC10 with us on
29 June 2012

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Operating in a 'Polar Bear' scheme, Boeing 767-3W0(ER), HS-BKA (c/n 28148), of Orient Thai was on lease to Saudi Arabian Airlines at the end of 2011. It has since returned to the Thai carrier's full colours.

Saudi has discovered that the Sudan can be a very interesting place for aircraft of all types and for



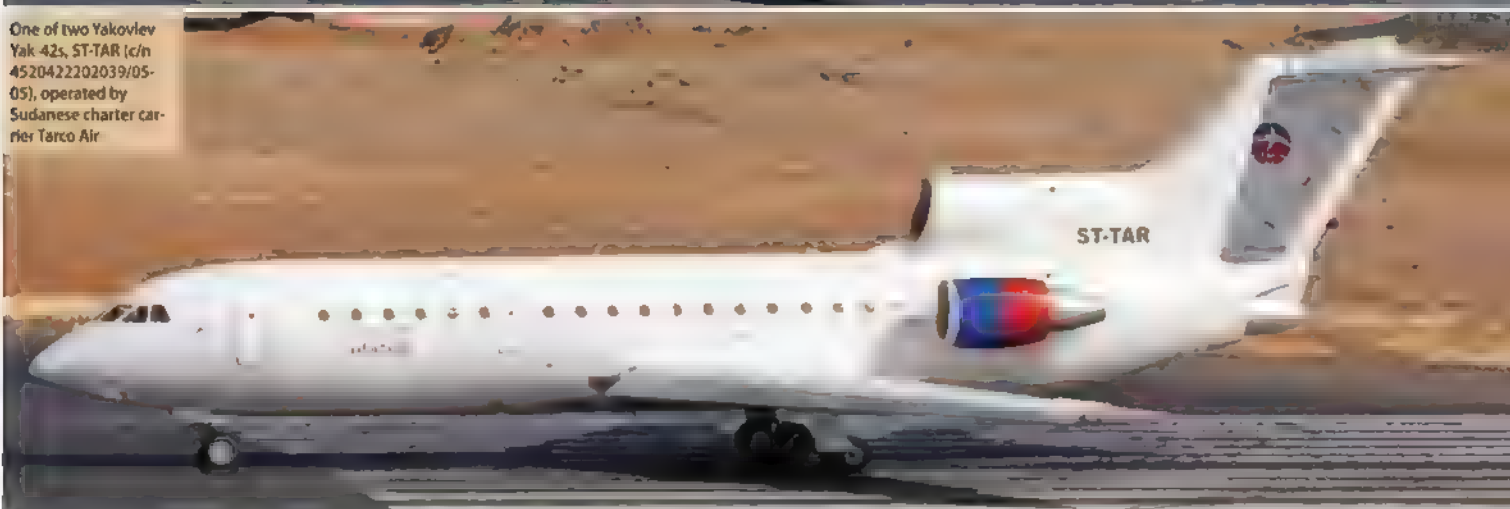
Khartoum

Exotic African Hub

Eurolines' Boeing 737-5C9, 4L-AJA (c/n 26439), operates on lease to Marsland of Sudan.



One of two Yakovlev Yak 42s, ST-TAR (c/n 4520422202039/05-05), operated by Sudanese charter carrier Tarco Air.



One of the more modern types at the airport, Airbus A320-212, JY-PTA (c/n 0459) Jude, of Jordanian operator Petra Airlines (part of the Rum Group).



Bombardier CRJ200ER, ST-NVC (c/n 7686), of Nova Airways of Sudan. It was delivered to the carrier in 2009 and was previously used by Malev as HA-LNB.



On the 'active' ramp are Antonov An-74, ST-GFF (c/n 36547097932), of Green Flag Aviation Company plus a Sasco Air Lines An-26 and an all white, rotorless Mil Mi-17 helicopter.

One of the aircraft that has been withdrawn from use (pending sale) at Khartoum is this Ilyushin Il-62M ST-OHO (c/n 1052128/52-02) of Forty Eight Aviation.



On short finals to land, this Antonov An-12BK carries both a Sudanese civilian registration (ST AZN) and its previous Sudanese Air Force serial (955)



Another weather-beaten Antonov An-26 about to touch down. There are a number of aircraft with no titles operating at Khartoum.



In temporary storage, these two Boeing 707 freighters 707 336C (ST AQW (c/n 20517) and 707 336C (ST AR1 (c/n 20720)) of Sudanese States Aviation await their next assignments.





This rather smart Antonov An 30A-100, ST-GFD (c/n 06 05), is operated by Green Flag on behalf of the Sudanese Government.



A general view of the apron, showing the wide variety of types and markings.



A rather battered-looking Antonov An 26, ST AVI (c/n 5807) with Aviatrans titles probably relating to Avia Trans Air Company of Sudan.

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Air Canada Boeing 777-200LR Polar Operations DVD



This latest Air Canada DVD is hosted by the airline's Senior Director of Flight Operations, Captain Rick Allen who takes you on Air Canada's non-stop service from Toronto to Hong Kong and back becoming the longest route in the World Air Routes series!

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Just Planes are delighted to return to Swiss International 9 years after they first featured this great airline. After covering flights to Asia and South America, this time they fly the A340-300 to North America and you're in for a fantastic flight packed with information and great views and ending with a spectacular scenic arrival into San Francisco!

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 Region-free DVD

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Brussels Airlines Airbus A330-300 DVD



Join the crew of this Brussels Airlines Airbus A330 aircraft as they journey to the exotic Gambia. With 5 cockpit cameras, this DVD offers a unique insight into this long-haul flight with all aspects of the flight preparation covered in-depth - from the initial walk around to take-off, navigation and landing procedure.

Running time: 205 Mins
 Region-Free DVD

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Corsairfly Airbus A330-200 DVD

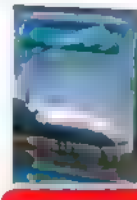


This program features the A330-200 on a transatlantic route from Paris to 2 Canadian destinations to Halifax & Quebec. Join your 2 pilots for a briefing in the operations office, an external walkaround of the aircraft and then in the cockpit for departure.

Running Time: 186 Minutes
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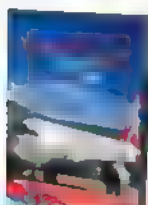
Daallo Airlines AN-24, Boeing 737 & IL-18 DVD



After a company presentation you depart Djibouti International Airport for Dubai on the B737-200. This is followed by 4 flights on the IL-18 as well as 2 flights on the AN-24 to 3 destinations in Somalia, the first time our series lands in this country. Running Time: 186 Minutes. Region-free DVD.

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Austrian Airbus A320 DVD



This DVD lets you fly the A320 from Vienna to Syria, Egypt and Croatia with 3 fantastic crew who will keep you totally informed on each of their flights. The 4 hour program includes preflight preparations, cockpit setups, checklists, departure and arrival procedures, cockpit presentation, aircraft walkaround and a lot more including the inflight service.

Running time: 235 Minutes
 Region-Free DVD

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Silk Way Airlines IL-76 DVD



Silk Way Airlines started operations on October 6th 2001. The airline uses AN-12BK and IL-76TD aircraft on cargo routes around the world. This program is a unique opportunity to discover the amazing Ilyushin 76 and in this case on 2 very interesting routes into Afghanistan.

Running time: 195 Minutes
 Region-Free DVD

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Scandinavian Airbus A330-300 DVD



Join the SAS flight crew for this transatlantic crossing on the widebody Airbus A330! The 2 pilots on this program which runs more than 4 hours long, including all the information you want about the aircraft, the route, oceanic crossings and much more!

Running time: 247 Minutes
 Region-Free DVD

Only £18.49 + P&P FREE UK & BFPO, Overseas £3.00

Buffalo Airways DC-4/C-46 DVD

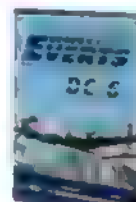


Buffalo Airways was established over 40 years ago and is based in Yellowknife. The airline has become famous through the TV Show 'Ice Pilots' and World Air Routes. It is honoured to be welcoming Buffalo to their ever growing Flight in the Cockpit series! The aircraft you will fly on this program are a piece of history. C-GCTF was built 65 years ago!

Running time: 246 Minutes
 Region-Free DVD

Only £18.49 + P&P FREE UK & BFPO, Overseas £3.00

Everts Air DC-6 DVD



This program follows Everts Air Cargo DC-6 flights to half a dozen destinations across Alaska with its amazing scenery. Pilots talk about the routes, Flight Engineer presentations include fueling, instruments, operations, cargo and more. The DVD also includes takeoffs and landings of the DC-6 at Anchorage Airport as well as some very impressive air to air filming over Alaska.

Running time: 181 Minutes. Region-Free DVD

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Channel Express A300F/F-27/ Electra DVD



Channel Express began operations in 1978. The Fokker 27 was added in the early 90s. In 1991 Channel Express was instrumental in placing the first Lockheed L-188 Electra on the British Register and in achieving ICAO Stage 3 noise certification of the type. In 1996 it took delivery of the first wide-body jets, an A300B4.

Running time: 120 Minutes
 Region-Free DVD

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STARWAYS

A Liverpool Airline

Founded in 1948 to operate charter flights from Blackpool's Squires Gate Airport, Starways began commercial operations in January 1949 with a six-seater Percival Q6. Unfortunately, this aircraft was lost in an accident in North Wales in May of the same year, but shortly afterwards, the carrier began flying charters with an Avro Anson and moved its operating base to Liverpool's Speke Airport. In March 1950 there was further expansion with the addition of two more Ansons and the company's first Douglas DC-3 Dakota, which enabled the airline to further expand into ad hoc charters.

One of its first long-distance charters was with Dakota, G-AJDG, from the United Kingdom to Karachi in Pakistan. At this time, the company was operating regular services to various destinations within the UK and across Europe, with Tarbes in France and Jersey in the Channel Islands proving to be among the most popular destinations during the summer months.

In 1951 F H Wilson was appointed Chairman, with another of his companies, Cathedral Tours, providing the airline with much of its early inclusive charter business. By this time, Starways was operating from airports up

Vickers V707 Viscount
G-APZB (c/n 030) and
Douglas DC-3 G-AMPY
(c/n 15124) on the apron
at Liverpool/Speke.

and down the country including Glasgow and Belfast.

During 1956 the airline assisted with the Hungarian airlift (following the Soviet invasion) by using its Dakota fleet to carry more than 300 refugees from Austria to Blackbushe in the south of England. At the end of 1957 it took delivery of its first DC-4 Skymaster, G-APEZ, and after conversion to the airline's interior fit, the aircraft carried its first paying passengers to Southend on a football charter in the early weeks of 1958. For that summer season, a second Skymaster was added to enable the carrier to meet the demands of its

Flight - During 1956 the airline assisted with the Hungarian airlift by using its Dakota fleet to carry more than 300 refugees from Austria.



Bob O'Brien looks at the history of one of the emerging UK carriers of the 1950s and 1960s.

expanding charter business and build on its lucrative Liverpool-to-Heathrow services.

The following year, another new route was added with a scheduled link to the West Country. Initially, 'Echo Zulu' operated a direct Liverpool-to-St Mawgan (Newquay) route and this was continued throughout the summer months using either Skymasters or Dakotas. During the winter season, times were quiet at Liverpool and the company leased out its fleet on an ad hoc basis to other carriers. One such lease took Skymaster India November to the Middle East to carry pilgrims »





In the summer of 1958, a second Skymaster was added to enable the carrier to build on its lucrative Liverpool-to-Heathrow service.

Douglas DC-4, G-ASEN (c/n 10412), was acquired from Cathay Pacific in 1962. After operation with ACE Freighters and Invicta Air Cargo in the UK, it ended its days in Africa with Africale and was broken up in 1972.

to Mecca on behalf of Gulf carrier Trans Arabian Airlines.

In 1960, the Dakotas were kept busy with the addition of services from Newcastle, Birmingham, Glasgow and Manchester to the West Country. In October 1960, Glasgow was added as a new schedule from Liverpool, the route being flown twice daily, three times a week by the ever-dependable Dakota. At the same time, the airline applied for permission to add Hawarden (Chester) as a traffic stop on many of its Liverpool services, including that to Heathrow. However, the first rotation on this route

did not actually take place until 1962. At the time Liverpool-Hawarden was one of the shortest scheduled air routes in the world – at around 13 miles (21km).

The airline entered the turboprop age in 1961 with the acquisition of its first Vickers Viscount, an ex-Air France machine, G-ARIR. This more modern aircraft was eventually used on the company's Heathrow schedule, making

the journey far more enjoyable for its long-suffering passengers.

However, tragedy struck twice in 1961 with the loss of two Skymasters within days of each other: one in the Belgian Congo on lease to Sabena and the other at Dublin's Collinstown airport while landing in bad weather. Fortunately, no fatalities to passengers or crew were recorded in either accident.

THE AIRLINE APPLIED FOR PERMISSION TO ADD HAWARDEN (CHESTER) AS A TRAFFIC STOP ON MANY OF ITS LIVERPOOL SERVICES – MAKING THIS ONE OF THE SHORTEST SCHEDULED AIR ROUTES IN THE WORLD.





The first Vickers V708 Viscount, G-ARIR (c/n 036), was acquired from Air France in 1961.



Douglas DC-4, G-ASPM (c/n 10543), sits on the apron at Liverpool's Speke Airport, wearing Saudi Arabian Airlines' titles in early 1964, when Starways was making the transition to the British Eagle name.



British Eagle flights to London/Heathrow were continued under the Starways' name until September 1964. (All photos author's collection)

In that same eventful year, the airline was battling on many fronts with the Air Transport Licensing Board for permission to open a variety of new routes. Included among these was a proposed service to Nigeria – dubbed 'Skycoach' – via Jersey and other technical/refuelling stops. This route was never approved.

In November 1963 Starways signed a co-operation agreement with Harold Bamberg's British Eagle. Initially, operations remained unchanged, but the winter was a slow time for the carrier, and finances were dwindling. On December 31, it ceased flights, with Eagle taking over the airline's routes the following day. The new carrier started services at Liverpool with Viscount 701, G-AMOC and the ex-Cubana machine G-AOCC. The first inbound service from Heathrow was actually operated by its Bristol Britannia, G-AOVT, a far cry from Starways' trusty old Dakotas. Flights continued under the Starways' brand until September 1, 1964, when it disappeared and the name formally changed to British Eagle (Liverpool) – the old title had been kept for licensing purposes.

The Eagle years were good for Liverpool Airport, but that story is for another day – and in particular for the next *Airliner Classics*, which will be available in July 2012 – don't miss it! **£17.50**

For further information concerning Starways, please consult *British Independent Airlines 1946-1976* by AC Merton Jones. Published by THAS (2000).





What's new
in flight
simulation
software.

JOINING THE Virtual Airline - Buffalo Airways



The DC 3 is the work-horse of the Buffalo Airways fleet, with ten aircraft being operated by the airline.



Many simulation hobbyists like to add some structure to their cyber flying. A large number of enthusiasts achieve this by joining a virtual airline (VA) – a totally free club for like-minded hobbyists who can ‘fly’ routes flown by real airlines from the comfort of their own computers. Pilots who fly for the VA, accrue hours in the virtual air which are logged on the VA website. Not to be confused with a real airline,

the entire exercise is a virtual hobby, with the computer-generated system mirroring the fleet and routes of a chosen airline and allowing the flights to be recreated on the enthusiasts’ computers. It is all done simply by finding routes of interest on the virtual website and flying them in Flight Simulator. Buffalo Virtual Airways breaks the mould both in its fleet and composition. It is based around the real Buffalo Airways, which was founded in 1970 by Joe McBryan, a charis-

HOW DO I JOIN BUFFALO VIRTUAL AIRWAYS?

Joining the VA is simply a matter of filling in the online application form at www.buffaloairwaysvirtual.com. Your application will be processed for enrolment on the pilots’ roster. Your only commitment is to remain active with the VA, flying regular flights as time permits.

matic entrepreneur, keen to put forward an airline that offered ‘out of the box’ solutions and operations. To that end, any pilot working for Buffalo Airways will not find a fleet of shiny new Boeings parked in the hangar, but a range of aircraft from yesteryear. The iconic Douglas DC-3, the C-54 Skymaster, the Lockheed Electra and the Curtiss C-46 are the mainstay of operations. This may seem surprising, given that Buffalo operates from the (often) ice-bound Northwest Territories of Canada, but company founder ‘Buffalo Joe’, as he is known to his crews, firmly believes these iconic vintage aircraft offer improved reliability, cost effective-



ICE PILOTS



relationship between airlines and simulation enthusiasts has often been uneasy, but Buffalo Airways has continued its reputation for innovative thinking and welcomed the advent of a VA based on its aircraft – becoming an active partner in it.

Here, the line between simmer and pilot has blurred, with many of the staff becoming members of the VA, even so far as to practise routes using Flight Simulator. Anyone joining Buffalo Virtual Airways will quickly find themselves rubbing shoulders with fellow simmers and proud members of the airline. The virtual version of the company operates an open policy, running a free Teamspeak voicechat server 24/7 for members to communicate. It is quite common for members of the real and virtual airline to be engaged in deep discussion on all things aviation related, with the door open to everyone, regardless of simulation experience. There is even talk of the real airline carrying the web address of the virtual airline as part of its livery! The hands-on, ultra-friendly relationship between simmer and airline professionals is very rare in this hobby and is highly commendable.

Left - Based in the Canadian Northwest Territories, flying through snow is a common occurrence for the airline.

Real pilots and simmers alike can enjoy the sensations and experiences of flying in the Northwest Territories of Canada.



ness and mission performance over and above anything that modern aviation can offer. For the flight simmer interested in classic aviation and bush flying, a virtual airline based on Buffalo operations seemed a match made in heaven.

The Airline As An Active Partner

A large number of VA followers of real airline operations have found themselves shut down by the airlines and flooded with legal letters informing them to cease and desist emulation of their business, even if it is within a virtual format for Flight Simulator. The

Televised Missions

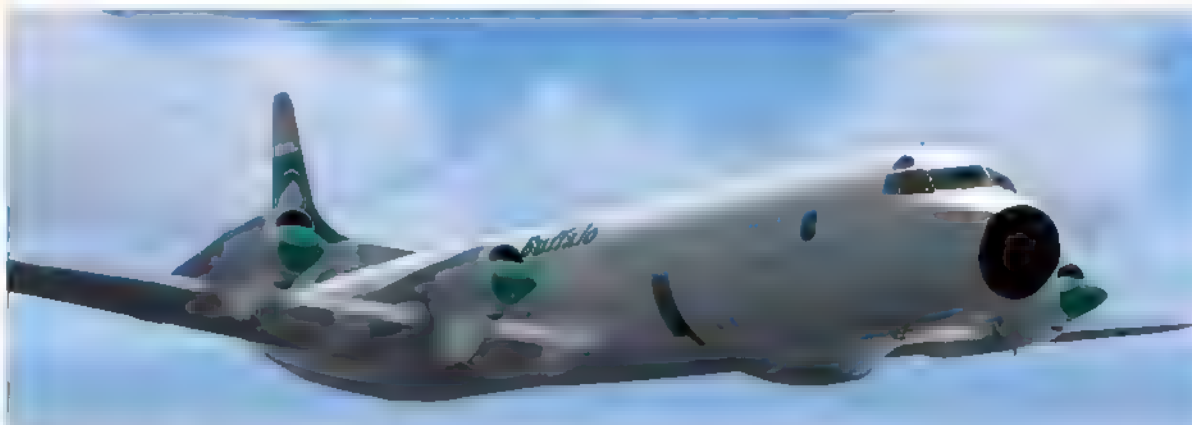
Simmers have the opportunity to fly classic aircraft within the simulation, following Buffalo Airways' routes and missions with support from aircrews, perhaps epitomising the Microsoft slogan – As Real As It Gets! However, there is icing (pun intended) on this cake. Buffalo is featured in a major television series from the Discovery Channel – Ice Pilots – detailing the company and charter operations around the world, with >>

Left - The Just Flight Douglas DC 3 has a Buffalo livery in the base pack.

Below - Modern cockpits and flight management computers are not a feature of the aircraft operated by Buffalo Joe and his team!



Members can freely download the Electra from the VA website.



The Lockheed Electra provides a rare opportunity for high altitude pressurised flight over long distances.

everything from the DC-3 hauling cargo, to water bombing forest fires with a Catalina. It seems that no task, anywhere in the world is too large or small for the enterprising airline. Not only is the television series fascinating, offering an insight into the Buffalo Airways operations around the world, with fantastic footage of iconic aircraft, but these special charter missions find their way into the virtual airline. Shortly after airing a flight on television, the details are made available within the cyber airline for members to fly. If you ever wonder where to fly and with which aircraft, this provides a challenging source of custom mission objectives for the simulator. The simulator pilot can watch the flight documentary on the Discovery Channel and shortly afterwards fly this operation with the full support of fellow VA members, often including aircrews who flew the genuine flight!

The amphibious Catalina provides the airline with the ability to land in remote areas, wherever there is a suitable body of water.

Supporting Fellow Simmers

The theme of support is a central tenet for the VA. Rather than simply providing a pilot's roster and schedules a support network is readily available. There are social group flights where like-minded simmers can join together and fly online, and individual tuition is available. If you are keen to learn how to navigate properly using VORs or wish to learn the nuances of VFR flying, then this VA is the place to be. Learning is purely optional, but it certainly adds a very welcome element to the whole experience and you will be in good company with some of the world's leading experts in their field and commercial pilots directly involved.

Beating About The Bush

With Buffalo operating a fleet of classic aircraft, flight operations are often more akin to bush flying than traditional airline operations. The vast majority of flights operate at less than 10,000ft, often in poor weather without the aid of an autopilot. It is said that Buffalo pilots do not fly over mountains, but fly around them! This

adage often applies with pilots having to skirt around high ground, especially in the Canadian Rockies, flying through valleys between mountain tops. If your experience of virtual airline flying is at high altitude admiring the scenery while on autopilot, the type of flying on offer at Buffalo will come as something of a shock. However, once the surprise is overcome, it is quickly realised that this is simulation flying at its best, mastering flying an aircraft in difficult conditions. A situation where you fly the aircraft, rather than the aircraft flying you! Even novice simmers will quickly find themselves sharing stories of landing in a cross wind at Yellowknife or descending into a murky snowstorm in Hay River.

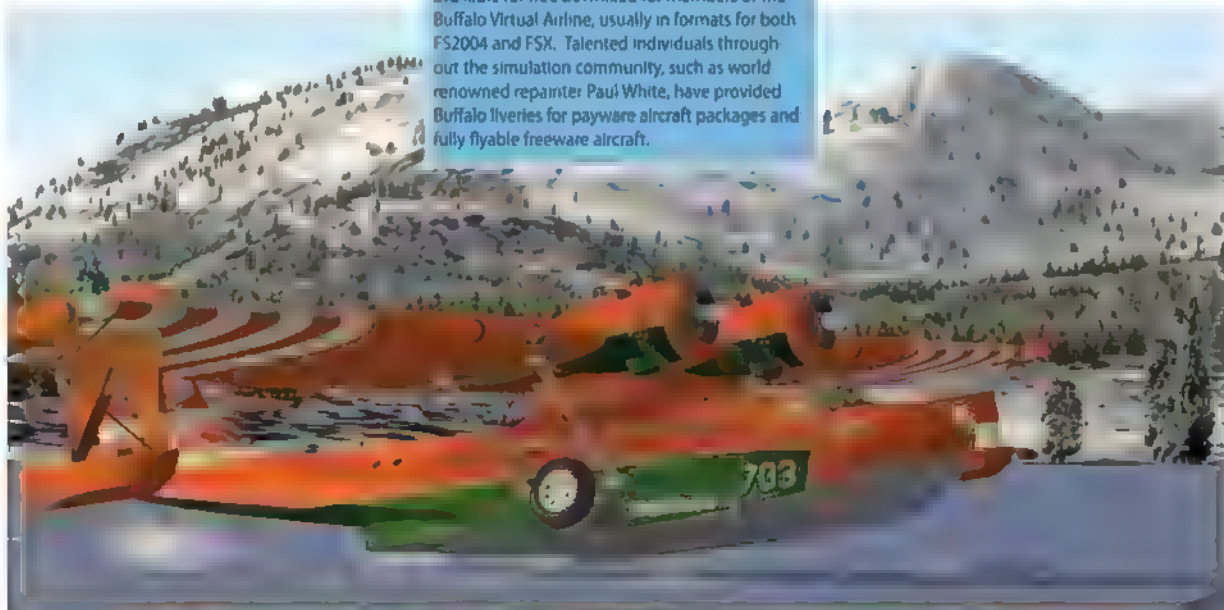
All Of This For Free!

You may wonder about the cost of admission to these aviation adventures, but the virtual airline and all services provided are completely free for all-comers. A dose of enthusiasm and respect for your fellow simmer is all that is required and you will be welcomed into the Buffalo Airways family of aviation professionals and supportive simmers. Here's hoping that this innovative collaboration of airline and simmer starts something of a trend in the flight simulation hobby!

Jane Rachel Whittaker

WHAT ABOUT FINDING THE AIRCRAFT?

All of the aircraft on the Buffalo Airways roster are available for free download for members of the Buffalo Virtual Airline, usually in formats for both FS2004 and FSX. Talented individuals throughout the simulation community, such as world renowned repainter Paul White, have provided Buffalo liveries for payware aircraft packages and fully flyable freeware aircraft.





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HK-4792 JS 3201EP 865 ex N865CY, reg'd 02.12.11
AVIANCA AEROLÍNEAS NACIONALES DE COLOMBIA (AV/AVA)
 N9927A A319-112 2066 ex N602CT, dd 02.12, sub-isd fr TACA

SATEHA (9R/NSE)

HK-4827 ATR 42-500 532 ex N532FA, dd 17.02.12, 1st fr Sahle Aviation
 HK-4828 ATR 72-212A 521 ex N521NA, dd 17.02.12, 1st fr NAC

ASTANA AIRLINES (OZ/AAR)

HLR255 A321-231 5035 ex D-AZAN, dd 14.02.12, 1st fr RBS

JEJU AIR (7C/JJA)

HLR260 B737-88K 30622 ex VH-VDB, dd 15.03.12, 1st fr CIT
 HLR262 B737-808 28214 ex N225LF, dd 19.03.12, 1st fr ILFC

KOREAN AIR (KE/KAL)

HL7609 B747-88SF 37132 dd 06.02.12
 HL8243 B737-808 38825 dd 17.02.12, 1st fr ILFC
 HL8251 B777-300ER 37639 dd 06.02.12

COPA AIRLINES (CM/CMP)

HP-1726CMP B737-86N 38024 dd 07.02.12 1st fr GECAS

AEROLÍNEAS SOSA (PA/NSO)

HR-AJX JS 3201EP 896 ex C-GQIK, dd 12.11

ISLENA AIRLINES (WC/ISV)

HR-ATR 42-320 378 ex N378NA, dd 09.02.12, 1st fr NAC

LANHSA

HR-AJX Beech 99A U-134 ex N80275

NOK AIR (OD/NOI)

HS-D8C B737-85P 28386 named Nok Om Yim

PC AIR

HS-PCC A310-222 419 named 'Klamkomol'

THAI AIRASIA (FD/AIQ/THAI/ASA)

HS-ABX A320-216 4917 ex 9M-AQ, dd 16.02.12, 1st fr AirAsia

THAI AIRWAYS (INTERNATIONAL) (TG/THA)

HS-TBC A320-343E 1289 ex F-WWKP, dd 23.02.12, ferried to Frankfurt for seat installation continued to Bangkok 07.03.12

named 'Sri Vibha'

HS-TKT B777-300ER 35159

SAUDI ARABIAN AIRLINES (SV/SAV)

HZ-AK13 B777-300ER 41049 dd 10.02.12

HZ-ASP A321-211 5009 ex D-AZAK, dd 02.12

ALITALIA (AZ/HAZ)

EI-DSI A320-216 3213 named 'Carlo Emilio Gadda'

EI-DSJ A320-216 3295 named 'Ignazio Silone'

EI-DSO A320-216 3464 named 'Luigi Capuana'

EI-DSP A320-216 3482 named 'Ippolito Nievo'

EI-DXI A321-112 0494 has been re-painted into a 1960s retro livery

ex PT-TSA, dd 02.03.12 1st fr ALC, named 'Parca Nazionale delle Cinque Terre'

ex PT-TSE, dd 13.03.12, 1st fr ALC, named 'Parca Nazionale Dolomiti'

Belluno, SkyTeam colours

ferried Rome - Heathrow 22.03.12, fr EI-158, back to Rome 23.03.12

EI-RND E190-100STD 0512

I-DISB B777-243ER 32859

ANA - ALL NIPPON AIRWAYS (NH/ANA)

JAB391 A320-211 0900 purch off lease 23.01.12

PEACH (MM/JAP/ 'AIR PEACH')

JAB01P A320-214 4487 named 'Peach Dream'
 JAB03P A320-214 5015 ex F-WWIG, dd 17.02.12, 1st fr GECAS

SKYMARK AIRLINES (BC/SKY)

JA73ML B737-8HX 38104 dd 21.02.12, 1st fr ACC

JA73NM B737-81D 39421 dd 23.02.12

SOLASEED AIR (LQ/SNJ/ 'NEW SKY')

JA803X B737-86N 39395 dd 06.02.12

MONGOLIAN AIRLINES GROUP (MR/MML)

JL-8888 A319-112 1706 ex N706MX, dd 01.12

JL-8889 A319-112 1750 ex N750MX, dd 03.12

AEROLÍNEAS ARGENTINAS (AR/ARG)

LV-CSC B737-708 30630 ex N351LF, dd 17.02.12, 1st fr ILFC

ex B-HXO, dd 17.02.12

LY-CAF A340-313X

DOT LT (R6/DNU/ 'DAMU')

LY-RUM ATR 42-300 010 ret fr Antrak Air

LY-SOF E190-100AR 0492 ex PT-TPO, dd 09.03.12, 1st fr ALC

AIRTRAN AIRWAYS (FL/YRS/ 'CITRUS')

N126AT B737-76N 32679 ex N77148

N166AT B737-780 33917 N7702A resvd

N167AT B737-780 33918 N7704B resvd

N288AT B737-780 33924 N7726A resvd

N292AT B737-780 33926 N7730A resvd

N296AT B737-780 34861 N7732A resvd

ALASKA AIRLINES (AS/ASA)

N537AS B737-890 35204 dd 02.02.12

AMERICAN AIRLINES (AA/AAL)

N8814N B737-823 31135 st Wells Fargo Bank

Northwest & 1st back

N8824N B737-823 33221 st Wilmington Trust Co

& 1st back

N8834N B737-823 31137 dd 03.02.12, st Wells Fargo Bank

Northwest & 1st back

N8844N B737-823 33222 dd 07.02.12, st Wilmington Trust Co

& 1st back

N8854N B737-823 31139 ex N1787B, dd 24.02.12, st Wells Fargo Bank

Northwest & 1st back

N861AA B757-223 25295 ferried Roswell - Fort Worth

28.02.12 for rts after storage

ATLAS AIR (SY/GTI/ 'GIANT')

N650GT B767-231(F) 22566 ex N702AX, dd 02.03.12, 1st fr op for DHL

CARSON HELICOPTERS

N4632C S-61N 61721 ex G-8CEA

DELTA AIRLINES (DL/DAL)

N386DA B737-832 30373 ferried Marana - Atlanta

for rts after storage

ERA HELICOPTERS

N808F Agusta AW139 31383 reg'd 08.02.12

ERA MED LLC (SUBSIDIARY OF ERA HELICOPTERS)

N762MH S-76A 760233 ex N312ZH

N763MH S-76A 760230 ex N11219

N764MH S-76A 760181 ex N5128

ERICKSON AIR CRANE

N173AC S-64E 64015 ex PR-HRS, reg'd 08.02.12, ret fr use in Brazil

EVERGREEN HELICOPTERS

N143EV Agusta AW139 41273

EVERGREEN INTERNATIONAL AIRLINES (EZ/EIA)

N218AS B747-400 25308 ex N492EV

EXPRESSJET AIRLINES (EW/ASO/ 'ACEY')

N1652S ERJ 135LR 403 rts after storage

FEDERAL EXPRESS (FX/FDX/ 'EXPRESS')

N940FD B757-236 24772 conv'd to B757-236(F) by SASCO, dd ex Singapore

FREIGHT RUNNERS EXPRESS (FRG)

N439QA B1900C-1 UC-118 bf US Dept of Justice

09.11.11, fr N192CZ

GOJET AIRLINES (G7/GJS/ 'LINDBURGH')

N367CA CRJ-700 10069 ex C-GICL, dd 31.01.12, 1st fr Delta

N379CA CRJ-700 10102 dd 31.01.12, 1st fr Delta

N659CA CRJ-200 10153 dd 14.02.12, 1st fr Delta

HAWAIIAN AIRLINES (HA/HAL)

N912ME B717-2BL 55175 to be fr N491HA

N919ME B717-2BL 55181 dd 13.01.12, 1st fr Boeing, fr N493HA

N921ME B717-2BL 55184 dd 12.11.12, 1st fr Boeing, fr N493HA

IBC AIRWAYS (IL/CSO/ 'CHASQUI')

N901BC Saab 340A 088 st JAHN901BC LLC 18.01.12

& 1st back

ISLAND AIR (WP/PRI)

N364PX Saab 340B 262 ex SE-G62, dd 02.12, wet 1st fr Penair

OMNI AIR EXPRESS (ON/OAE)

N67157 B767-224ER 30436 ex N234AX

REPUBLIC AIRLINES (RPA/ 'BRICKYARD')

N163MQ E190-100AR 0255 in full Frontier colours with Red Fox livery art

SILVER AIRWAYS (SL/SIL)

N427XJ Saab 340B 427 fr N327AG

N437XJ Saab 340B 437 bf Lambert Leasing, fr N341AG

N444XJ Saab 340B 444 bf Lambert Leasing, to be fr N344AG

SKYWEST AIRLINES (OO/SKW)

N468CA CRJ-200 7649 now in US Airways

Express colours

N496CA CRJ-200 7791 as N468CA

N506CA CRJ-200 7793 as N468CA

N874AS CRJ-200 7551 ex C-GJLK, dd 02.02.12

US Airways Express ops

N885AS CRJ-200 7521 ex C-GJDX, dd 28.01.12, US Airways Express ops

N886AS CRJ-200 7531 ex C-GJJC, dd 02.02.12, US Airways Express ops

SPIRIT AIRLINES (NKS/ 'SPIRIT WING')

N524HK A319-132 2929 now 1st fr AWA5

N526HK A319-132 2963 as N524HK

N612HK A320-232 5029 ex F-WWBM, dd 28.02.12

TRANS AIR (TP/MUI)

N306AL B737-274C 23066 ex XA-ACB, bf Wells Fargo Bank 23.01.12

UNITED AIR LINES (UA/UAL)

N36447 B737-924ER 31650 dd 16.02.12

UNITED PARCEL SERVICE (UX/UPS)

N348UP B767-3A4F 37872 dd 27.02.12

VIRGIN AMERICA (VX/VMD/ 'REDWOOD')

N852VA A320-214 5004 ex F-WWDL, dd 06.02.12, 1st fr ACC

VISION AIR

N800MX B1900C UB-48 ret to JODA LLC 02.12

AERO TRANSPORTE

OB-1985 B1900D UE-138 ex N239SC

NIKI (NG/NLY/ 'FLYNIKI')

OE-LEI A320-214 5003 ex D-AVYX, dd 01.02.12, st Chengdu Airlines

FLYBE NORWIC (FC/FCM/ 'WESTBIRD')

OK-JFJ ATR 42-512 623 ex F-WWLF, dd 06.03.12, 1st fr CSA

CSA CZECH AIRLINES (OK/CSA)

OK-XGC B737-555 26541 red retro colours

SMART WINGS (TVS)

OK-SWX B737-76N 29885 ex G-STRF, dd 03.03.12, 1st fr GECAS

JETAIRFLY (TUW AIRLINES BELGIUM) (JB/JAF/ 'BEAUTY')

PH-TFF B737-86N 35220 ex EI-EPO, dd 06.03.12, sub-1st fr AirKerry

THOMAS COOK (BELGIUM) AIRLINES (TC/TW)

OO-TCS A319-132 2362 ex M-ABEL, dd 08.03.12, 1st fr CIT

The second Boeing 717-2BL for new Spanish carrier Volotea, EC-LQI (c/n 55167), carries slightly different markings on its tail to the first aircraft. It was pictured at Palma de Mallorca in April. (Javier Rodriguez)

Virgin Atlantic Airways has revised its livery and colours. The first Airbus A330-343 to carry the new markings, F-WWVF/G-VRAY (c/n 1296), was pictured at Toulouse, France at the end of March, prior to its delivery in April. (Eurosport)





IN THE AIR

Following maintenance at Maastricht in Holland, Fokker 50, SU-YAH (c/n 20123), of Palestinian Airlines, was delivered to Egypt in March on lease to Air Memphis.

Jack Gorczyński

One of two Embraer 190-100STDs for Dutch carrier KLM, PH-EZT (c/n 0519), that were delivered through Tenerife South in March.

Christian Amado



TNT AIRWAYS (3V/TAY 'QUALITY')

OE IAS B737-4M0(F) 29209 ex PK-GZM, dd 02.12, lsd fr GECAS

AIR GREENLAND (GL/GRL 'GREENLAND')

OY GRU Dash 8-202 496 ex C-GLVB, reg'd 13.03.12

DANISH AIR TRANSPORT (DX/DTR 'DANISH')

9H AEW Dash 8-102 222 ex PH-SOH, dd 24.02.12, wet lsd fr Medavia

SUN-AIR OF SCANDINAVIA (EZ/SAS 'SUNSCAN')

N323SK Do 328-300 3122 bf Jetran 07.02.12, placed in trust with Aircraft Guaranty Corp same day

CNC NETHERLANDS

PH-EUP Agusta AW139 31406 reg'd 27.02.12

PH-EUG Agusta AW139 31407 reg'd 02.03.12

KLM CITYHOPPER (WA/KLC 'CITY')

PH-EZT E190-100STD 0519 ex PT-TJG, dd 10.03.12

PH-EZU E190-100STD 0522 ex PT-TJL, dd 10.03.12

KLM ROYAL DUTCH AIRLINES (KL/KLM)

PH-AKA A330-300 1287 ex F-WWKP, dd 29.02.12, lsd fr ALC

PH-BGN B737-7K2 38125 now lsd fr BBAM

PH-BTB B737-406 25423 ferried Norwich

Amsterdam 08.02.12

DUTCH ANTILLES EXPRESS

PS-DAH ATR 42-320 090 ex N190HA, dd 02.03.12, lsd fr NAC

AM BORN

PK-DMC G-300 576 ex N54LM

BATAVIA AIR (PT METRO BATAVIA) (TP/BTV)

PK-YUF A321-211 1017 ex F-GVU, dd 16.02.12, lsd fr GECAS

CARGO AIR [CAI]

PK-B737-301(F) 23258 ex OE-IAU, dd 15.02.12, lsd fr GECAS

GARUDA INDONESIA (GA/GIA)

PK-GML B737-800 18073 dd 21.02.12

PK-GPD A330-243 1288 ex F-WWKL, dd 22.02.12, lsd fr ALC

LION AIR (LJ/LNI 'LION INTER')

PK-LJL B737-9GPER 37290 dd 21.02.12

PK-LJM B737-9GPER 38313 dd 28.02.12

AIR AMAZONIA

PP-PSA Emb. 120ER 120302 named 'Tefé'

PT-SLD Emb. 120ER 120147 Jaguar tail colours, named 'Jundi'

PT-SLE Emb. 120ER 120161 Parrot tail colours, named 'Solimoes'

AZUL LINHAS AÉREAS BRASILEIRAS (AD/AZU)

PR-ATG ATR 72-600 988 ex F-WWLO, dd 09.02.12, named Planeta Azul

PR-AXA E190-200AR 0491 ex F-WVY, dd 29.02.12, named Azul Safira

PR-AXC E190-200AR 0510 dd 02.12.12 named Azul Tropica

now lsd fr Macquarie Airfinance

GOL TRANSPORTES AÉREOS (G3/GLO)

PR-GJH B737-800 37610 dd 02.02.12

TRIP LINHAS AÉREAS (T4/TIB)

PR-TKL ATR 72-600 992 ex F-WVYLR, dd 03.02.12, lsd fr ALC

LYNDEN AIR CARGO (LAC)

P2-LAD L 382G 4590 ex N402LC

THARA AIR ARUBA

PA-TIE B737-322 24249 ex N189AQ, dd 14.02.12, named A-zwak

AEROFLOT RUSSIAN AIRLINES (SU/AFI)

VQ-BMV A330-343E 1284 ex F-WVVA, dd 01.02.12

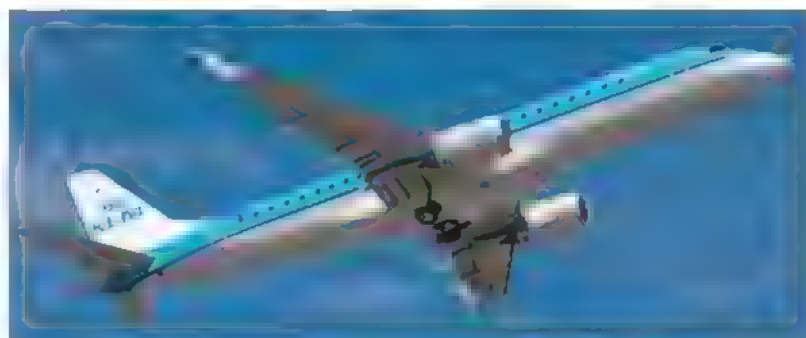
VQ-BOM A321-211 5044 ex D-AZAP, dd 28.02.12

AK BARS AERO (2B/BGM 'BUGAVIA')

VQ-BOP CRJ-200 7689 ex N483CA, dd 09.02.12

KOLAVIA (7K/KGL 'KOGALYMI')

EF-ETK A321-231 0787 ex TC-QAI, dd ex-Istanbul 12.03.12, lsd fr ILFC



S7 AIRLINES (S7/SBI)

VQ-BOA A320-214 5001 ex F-WWBM, dd 07.02.12, lsd fr ALC

VQ-BPL A320-214 5026 ex F-WWBM, dd 24.02.12, lsd fr ALC

TRANS-AERO AIRLINES (UH/TSO 'TRANSOVJET')

ET-RUZ B767-300ER 30048 ex EC-HPH, dd 10.03.12, lsd fr ALC

N922UH B747-446 27646 ferried Melbourne - Rome

URAL AIRLINES (U6/SVR 'SVEROLOVSK AIR')

VQ-BRE A320-214 2998 ex JAS04A, dd 28.02.12, lsd fr RBS

UTAIR AVIATION (UT/UTA 'TJUMAY')

VQ-BMD ATR 72-212A 990 ex F-WWEH, dd 25.02.12

VQ-BPO B737-524 28903 ex N186A2, dd 02.02.12, lsd fr BLF

YARAL AIRLINES (YU/LLM)

VQ-BBA CRJ-200 7607 ex D-ACRE, dd ex-Düsseldorf

sd fr Avia AM leasing

PHILIPPINE AIRLINES (PR/PAL)

RP-C937 A320-214 5012 ex D-AYVZ, dd 02.02.12, lsd fr GECAS

op by AirPhil Express

GOLDEN AIR (GC/GAO)

SE-LOT Saab 2000 013 st Rockton Aviation AB

18.01.12 & lsd back

SE-LSB Saab 2000 043 as SE-LOT

SE-LSE Saab 2000 046 as SE-LOT

SE-LXH Saab 2000 007 as SE-LOT

SAS SCANDINAVIAN AIRLINES (SK/SAS)

SE-DIF MD 87 49606 ex EC-KJE to Stockholm

SE-DMM MD 87 53208 ferried Madrid - Stockholm

ex N141MS, dd 01.03.12

sd fr GECAS

ENTER AIR (ENT)

SP-ENX B737-800 30627 ex D-ABBU, dd 09.03.12, lsd fr HFC

LOT POLISH AIRLINES (LO/LOT)

SP-LND E190-200LR 0516 ex PT, dd 25.02.12

SMALL PLANET AIRLINES (SLP)

SP-HAC A320-233 0739 ex N413AC, dd 09.03.12, lsd fr Aircastle

EGYPTAIR (MS/MSR)

SU-GEC B737-866 40801 ex N17868, dd 07.02.12

HERMES AIRLINES

SR-BHS A321-211 0642 ex F-GYAO, sub-lsd fr Air Méditerranée

ATLASJET INTERNATIONAL (TK/ATJ)

TC-ETK A330-223 358 ret fr Au Austrane

MYCARGO (MT/MIH)

TC-ACK A300B4-622R 743 ex B-MAS, dd 05.01.12

TURKISH AIRLINES (TH/THY)

TC-JHL B737-8F2 40976 named 'Unye'

ret fr B&H Air-lines

AIR ATLANTA ICELANDIC (EC/ABD)

TF-AAC B747-481 29262 ex N262SC, dd 16.02.12

ex 9M-NPI, dd 02.12, lsd fr Malaysia Airlines

AIR ICELAND (WY/FJI)

TF-IMK Dash 8-202 446 ex C-GLSG, dd 14.03.12

NATURE AIR (SC/NNA)

TI-BBC Ce 2088 1210 ex N183GC, dd 11.11

TI-BE Ce 2088 0900 ex N181GC, dd 08.12.11

SYMPHAX AIRLINES (SYA)

TS-EF A319-112 1853 ex D-AHIN, dd 14.03.12, lsd fr Doric Asset Finance

TS-JEG A319-113 3872 ex D-AHIO, dd 15.03.12, lsd fr Doric Asset Finance

TMOIRHEM DE TRANSPORTS AÉRIENS

TU-PAD HS 748 Srs 2B 1799 ex AR SER, dd 12.11

UZBEKISTAN AIRWAYS (HY/UZB 'UZBEK')

UK67003 B767-33PER 40534 dd 07.02.12

UK67004 B767-33PER 40536 dd 24.02.12

ALLIANCE AIRLINES (AQUITY 'ALLI')

VH-XVMA Fokker 100 11276 wet lsd to Virgin Australia

VH-XVMA Fokker 100 11278 as VH-XVMA

ZK-HQ B737-476 24442 ex VH-HQ, dd 13.02.12, wet lsd fr Airwork

HEAVYLIFT CARGO AIRLINES

VH-JVL B737-406(F) 24529 correct reg'n

JETGO AUSTRALIA

VH-JIG ERJ 135LR 687 ex AXA AM, reg'd 05.03.12, lsd fr ECC leasing

HELICORP PTY LTD

VH-LWF Bell 412EP 36572 ex C-GKSK

VH-LWJ Bell 412EP 36573 ex C-GKSK

NETWORK AVIATION

VH-NRV Fokker 100 11482 ex PH-ZFW, reg'd 21.02.12, dd ex-Woensdrecht

23.02.12 lsd fr Qantas

QANTAS AIRWAYS (QF/QAI)

VH-VZX B737-858 34188 dd 02.02.12, named Daylesford

SKYWEST AIRLINES (XW/XSW)

VH-FZO Fokker 100 11305 ex PH-LMY, reg'd 22.03.12, dd ex-Woensdrecht 16.03.12

VIRGIN AUSTRALIA (VA/VOZ)

VH-VUZ B737-8FE 39921 named 'Lennox Head'

dd 27.02.12

VH-VYG B737-8FE 40999 named 'Hanson Bay'

dd 09.02.12

VH-VIG B737-8FE 38711 named 'Kings Beach'

named 'Main Beach'

AIR TUNES & CARGO (RMT/CT)

VH-ZPQ E190-100AR 0412 ex N502AS, reg'd 09.05.11

DECCAN CHARTERS

VT-DCM Bell 412HP 30659 ex D-KHVV, dd 28.02.12, lsd fr Agrarflug Helift

GLOBAL VECTRA HELICOPTERS

VT-GVK Bell 412EP 36566 ex N4361F, reg'd 14.03.12

INDIGO (IG/IGO 'IFLY')

VT-IEP A320-232 5027 ex D-AXA, dd 09.02.12

st AWAS & lsd back

VI-IEQ A320-232 5036

ex D-AXAM, dd 20.02.12, st Avolon Aerospace & lsd back

aircraft
airlines
airways
bought from
broken up/scrapped
cancelled
colours
manufacturer's
construction/serial
number
converted
destroyed by fire
damaged beyond
repair
delivery date
previous reg'n
first flight
freighter
last revenue flight
leased from
meant to
not taken up
on order
operated
passenger
permanently
withdrawn from
service
registered
registration
retained from
re-registered
return to service
sold by
scrapped/broken up
sold to
stored
to be advised
unknown
withdrawn from
written off
destroyed

Thanks to Dave Richardson and LAASI Aviation for the above

We welcome any feedback on this listing.

(The listing is alphabetical with reference to the registration of the country of origin.)

SPICEJET (SG/SEJ)

VT SGX	B737 BGI	37751	dd 16.02.12
AEROMEXICO CONNECT (AEROLITTORAL) (SD/SLI)			
XA ACE	E190-100LR	0518	ex PT, dd 17.02.12
VIVA AEROBUS (VB/AEN)			
XA VIS	B737-33A	27457	ex LN-KKB, dd 04.03.12, rtd fr AWAS

LA COSTENA

YN CHA	Ce 208B	0614	ex TI BBL
MEDALION AIR (MDP)			
VR MBO	MD-83	49808	ex I-SMEC, dd ex Perpignan
GREAT BARRIER AIRLINES (GBA)			
ZK KTH	BN-2A 25	759	undergoing rebuild at North Shore 09.11

GLOBAL AVIATION OPERATIONS (GQ/GBB)

ZS-GAC	DC 10 30(F)	46978	ex N607GC, reg'd 01.02.12
NATIONAL AIRWAYS CORP			
ZS-OYF	B1900D	UE 214	ex YH-JMS, reg'd 08.02.12
SOUTH AFRICAN AIRWAYS (SA/SAAS 'SPRINGBOK')			
ZS-SZY	A320-232	5011	ex F-WYMA, dd 17.02.12, rtd fr BOC

STAR AIR CARGO (BAH)

ZS-SYT	B737-2K5	23405	ex 7Q-YXK
ZS-SVY	B737-236	22030	ex CC-CZO

SRI LANKAN AIRLINES (JUL/ALK)

4R-ALJ	A330-243	456	ex G-OJMC, dd 09.03.12, rtd fr ILFC
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CYPRUS AIRWAYS (CY/CYP)

5B-D8T	A330-243	526	ferried Lamaca Chateauroux 16.03.12
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AIR TARABA

5N-DOZ	ERJ 145EU	617	ex M-ABFA, dd 19.03.12, rtd fr Aircraft Solutions ER, 145
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TOPBRASS AVIATION

5N-TBB	Dash 8-315	613	ex D2-EYL
5N-TBC	Dash 8-315	614	as D2-EYM

KENYA AIRWAYS (KQ/KQA)

5Y-KQM	B737-700	32372	ferried Nairobi Amsterdam 06.02.12 repainted into SkyTeam colours, back to Nairobi 12.02.12
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ANTRAK AIR GHANA (04/ABV)

LY-MCA	ATR 72-201	212	ex SE-MCA, dd 22.02.12, sub wet lsd fr DOT LT
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JAZEERA AIRWAYS (J9/JZR)

9K-CAL	A320-214	5033	ex D-AXAL, dd 28.02.12, lsd fr Al Sahara Aircraft Leasing dd 01.02.12
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CAA COMPAGNIE AFRICAINE D'AVIATION (BU)

9Q-	A320-211	1973	ex F-WTHL, dd ex Montpellier 28.02.12
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SCOOT

9V-OTA	B777-212ER	28507	ex 9V-SQA
SINGAPORE AIRLINES (SQ/SHA)			
9V-SKR	A380-841	082	ex F-WWSh, dd 08.02.12

LEASING COMPANIES

ACG AVIATION CAPITAL GROUP

PR-LGR	B737-408(F)	20563	ret fr VarigLog
PR-LGS	B737-453(F)	25595	ret fr VarigLog
AERCAP			
G-BYAD	B757-204	27235	ret fr Thomson Airways
VT-KFA	A320-232	2413	ret fr Kingfisher
VT-KFD	A320-232	2502	ret fr Kingfisher

AIRCASLE

N420AC	B747-4H6	27044	conv'd to B747-4M6(F) by IAI Bedek 02.12, r N401SA
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AWAS AVIATION SERVICES

VH-YQB	A320-212	0279	ret fr Air Australia
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GE CAS GE CAPITAL AVIATION SERVICES

B-651	A319-112	1263	ret fr Changdu Airlines, r N338MS
B-6152	A319-112	0946	ret fr Changdu Airlines
EI-CRH	MD-83	49935	ret fr Meridian fly
EI-CRW	MD-83	49951	as EI-CRH
EI-DFK	E170-100LR	0032	ret fr Alitalia
PK-LGH	B737-96NER	35227	ret fr Lion Air, r N353MS, r M-ABEP

VH-VBM	B737-76N	32734	ret fr Virgin Australia, r N588SC
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ILFC INTERNATIONAL LEASE FINANCE CORP

EI-EUC	A320-232	1394	ret fr Spanair
EI-EUF	A320-232	1749	ret fr Spanair
HA-LQA	B737-700	28254	ret fr Malev
HA-LOB	B737-700	29346	ret fr EJA
HA-LOC	B737-800	32797	ret fr EJT
HA-LOH	B737-800	30667	ret fr BDM
HA-LOI	B737-700	29150	ret fr EJA
HA-LOK	B737-800	30669	ret fr BDM
HA-LOL	B737-700	29352	ret fr EJA
HA-LOM	B737-800	30672	ret fr BDM
HA-LOP	B737-700	29354	ret fr EUV
HA-LOR	B737-700	29355	ret fr EUZ
HA-LOS	B737-700	29359	ret fr EJA
HA-LOU	B737-800	30684	ret fr WYAD, noted at Toulouse with reg on right side only
VH-VBM	B737-700	30641	ret fr Virgin Australia, r N151LF

MANUFACTURERS

AIRBUS SAS

F-WTBL	A320-214	0630	ret fr WYAT, reg'd 22.02.12 to Southjet Two Ltd
M-KATE	ACJ319-133	4151	ferried Basel Nice 27.02.12 after VIP outfitting
D-AUG	ACJ318-112	4650	ferried Tulsa Finkenwerder 22.03.02.12 after VIP outfitting
D-AYVW	ACJ319-115X	4992	dd 11.02.12 to Royal Oman Air Force, r F-WXAH, ferried Finkenwerder Dallas 15.02.12 for outfitting

BEECHCRAFT

N44808	B1900D	UE-414	became 71 WRD 04.01 of Algerian AF
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BOEING

N259DG	B737-322	25996	exported to Zambia, reg'n canx 23.02.12
N589HC	B737-7AV	30070	st Carre Aviation 12.03.12 r P4 BBI
A7-HHE	B747-8XB	37544	dd 28.02.12 to Qatar Amiri Flight r N650GT
N702AX	B767-231(F)	22566	ferried Wilmington, Tel Aviv for cargo conversion
N708AX	B767-231	22571	conv'd to B767-338ER(F) by IAI Bedek, dd ex-Tel Aviv Cincinnati 15.03.12
N317CM	B767-338ER	24317	

BRITISH AEROSPACE

HS-XLB	JS 3107	629	displayed in hangar at Bangkok 01.12
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CANADIAN

C-GZQD	CRJ-700	10332	reg'd 23.03.12
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DE HAVILLAND CANADA/VIKING AIR

C-GGBF	DHC 2	815	st Trace Engines LLP 17.02.12, r N600AX
N329TB	DHC 2T	1679	st N167B
C-FS25	DHC 3T	140	st Samaritans Purse 13.03.12, r N435P
C-GKQD	DHC 6-300	683	exported to Netherlands Antilles, reg'n canx, r P3-Ecuador AF, st Aviation Management Sales 02.12.11, r N461BA
C-GOVN	DHC 6-400	853	dd 14.02.12 to Ok Tedi Development Foundation, r P2-IRM
C-GFVT	DHC 6-400	855	ret C-GNDA
C-GFVT	DHC 6-400	856	ferried Victoria French Valley 21.02.12
C-GFVT	DHC 6-400	860	reg'd 20.03.12
C-GNVA	DHC 6-400	861	reg'd 20.03.12
C-GMXR	Dash 8-0402	4407	reg'd 13.03.12
C-GMYD	Dash 8-0402	4408	reg'd 13.03.12
C-GMYM	Dash 8-0402	4409	reg'd 13.03.12
C-GNGZ	Dash 8-0402	4410	reg'd 13.03.12

DORNIER

D-CAAH	Do 328-110	3016	st Sierra Nevada Corp, r N941EF ferried Bournemouth Denver also has serial 10316 on tail
D-CIRL	Do 328-110	3075	st Sierra Nevada Corp 15.02.12, r N951EF

DOUGLAS/MCDONNELL DOUGLAS

D-CXXX	DC 3C	32872	reg'n canx 04.11.11, was damaged in accident 19.06.10, to be re-built
N812ME	MD-81	48006	ret N682TW
N862RW	DC 9-51	47733	ret N682PW
N705MT	MD 82	49507	ret N80-SVA

DORNIER

N391EF	Do 328-110	3091	st US Air Force Special Operations Command
N907EF	Do 328-102	3104	st US Air Force Special Operations Command
N424FJ	Do 328-300	3185	exported to Canada, reg'n canx 30.12.11

EMBRAER

ZS-PPF	Emb 120ER	120756	exported to Kenya, reg'n canx 01.11.11
G-CHAF	ERJ 135BJ	01031	st ATS 1011 Leasing 22.12.11, r M-CHAF
M-NATH	ERJ 135BJ	01021	st Barbados Group Aviation 23.12.11, r ZS-LRRK
ZS-UBS	ERJ 135BJ	01122	ex PT-TXP dd 22.12.11 to Barbados Group Aviation
A6-ADL	ERJ 135BJ	01141	ex PT-TAY, dd 05.12.11 to Empire Aviation Group

Former Air New Zealand Boeing 737-3K2, ZK-SJE, has been repainted into Mexican low-cost carrier VivaAerobus' colours at Christchurch Airport, New Zealand and reregistered XA-VIT (c/n 27635).

(Graham Weatherby)



MyCargo Airlines' Airbus A300B4-622R(F), TC-ACK (c/n 743), is ex B-MAS of Air Macau. It was parked at Istanbul's Sabiha Gokcen Airport following maintenance in March and has since entered service.

(Gaz Degeri)

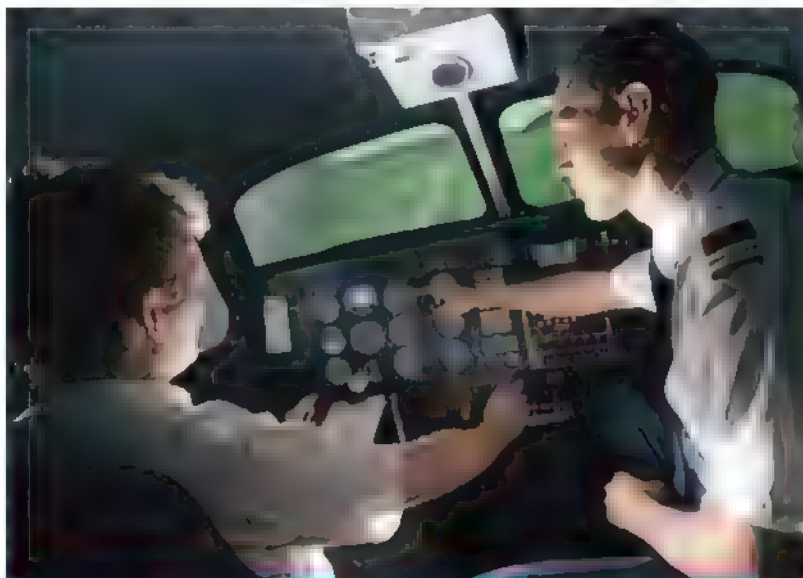
The latest training aids available for the aviation professional

Training Must Transform - Boeing

At the World Aviation Training Symposium in Orlando, Florida in April, Mike Carriker, Boeing's Test & Evaluation Chief Pilot for New Airplane Development, said that aviation training needed to change to take account of all the new technologies that are available.

"In my 25-year flying career - spanning military and commercial aircraft - there has been little change in training. Yet aircraft and teaching technologies have evolved exponentially," he said. "We must make use of modern technology and focus our training efforts on equipping pilots and technicians with the knowledge to enable the most efficient global transportation system."

He called for less classroom training and urged industry to move away from memorisation-style to competency-based training. He said representatives of the aviation training industry should use the capabilities of today's advanced airplane systems. "We need to make these changes today to re-establish the aviation industry an attractive career option. We need to bring back the magic of flying." (Photo Boeing)



Simulator Passes 20,000 Hours

The Boeing 787-9 Dreamliner has completed 20,000 hours of flight testing in the Boeing 787-9 Dreamliner simulator. The simulator is the most advanced and realistic of its kind, providing a high level of realism and accuracy. The simulator is used for training pilots and for testing new aircraft designs. The simulator is also used for research and development of new aircraft technologies. The simulator is a key component of the Boeing 787-9 Dreamliner development program.

Aviation Seminars

The Baltic Aviation Academy (BAA) is starting an aviation seminar programme for novice pilots. Called 'Pilot Talks', it comprises lectures and practical assignments that are aimed to provide young pilots with the knowledge they need to find a job in commercial airlines. The seminars are being held from May to December across Europe.

The main topics in the ab initio seminar sessions include:

- Requirements for those wishing to become pilots in airlines' Pilot evaluation models

- Selecting the right programmes
 - Relevant advice and unwritten rules
- "After reading several aviation forums, such as www.pprune.org, it seems that finding a job for a novice pilot in the Europe-based airlines is practically impossible," commented Aušra Garuckaitė, the self-sponsored pilots account manager for BAA. "As the competition among such pilots is fierce, during the seminars we will discuss job opportunities in preparation for a possible job interview and the ways to know whether one is suitable to be a pilot in general."



OAA expansion in Singapore

The Oxford Aviation Academy (OAA) has further enhanced its training capability in Asia through securing Type Rating Training Organisation (TRTO) approval from the Civil Aviation Authority of Singapore (CAAS). It becomes the very first non-Singapore based TRTO to achieve this status.

The training centre can now deliver approved Airbus A320 and A330 Type Rating Training programmes leading to the issue of a CAAS Type Rating. The first customers to benefit from this new OAA training approval will be Singapore based

airlines - Jetstar Asia and Tiger Airways. OAA has also announced a long-term training partnership with one of the Russian Federation's premier aviation educational institutions, Ulyanovsk Higher Civil Aviation School (UHCAS). The parties have signed a Memorandum of Understanding (MoU) to work together to co-develop and deliver high-quality airline flight training programmes for modern aircraft within the Russian Federation. UHCAS trains over 450 cadets per annum for all of the country's major airlines.

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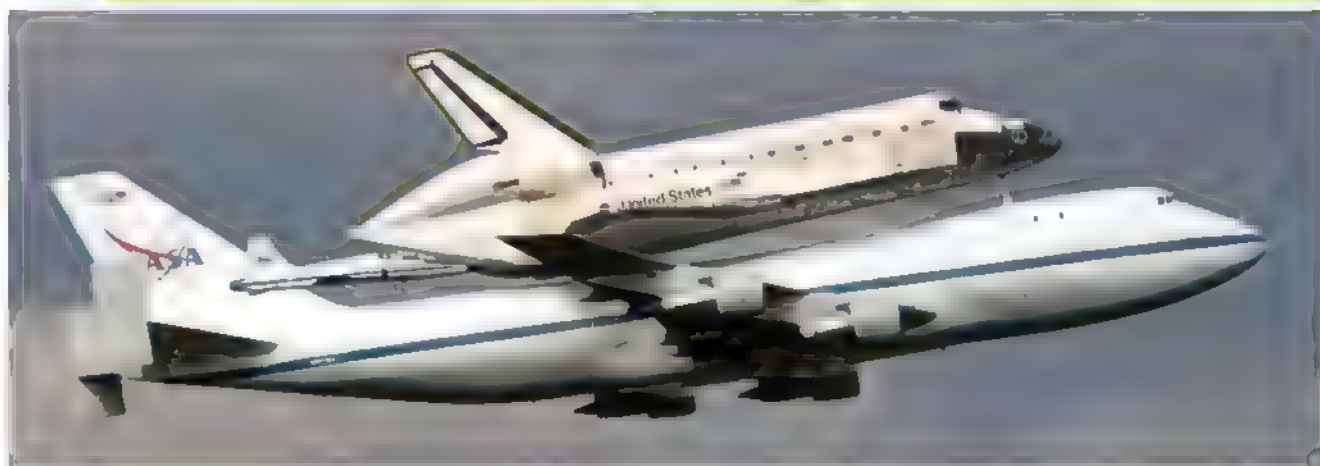
Information
for the
traveller.

Shuttle Delivery

The Space Shuttle Discovery was delivered to its final 'home' at the Steven F Udvar-Hazy Center, an annex of the Smithsonian Institution's National Air and Space Museum located next to Washington/Dulles Airport. The shuttle arrived on the back of a NASA

Boeing 747-123, N905NA (c/n 20107), after a flight from the Kennedy Space Center in Florida. The craft will take the place of the shuttle prototype Enterprise at the museum, with the older example moving to New York City. Of the other examples

in the programme, Endeavour will head to Los Angeles in the autumn, while Atlantis will remain at Kennedy. Prior to landing, the aircraft performed a couple of flypasts with a NASA T-38 acting as a photo-chase. (Photo Brian McDonough)



Southend Renames Vehicles

A very unusual sight at a major international airport, 'Montgolfiades 2012' was held at Geneva from April 13 to 15. Up to 30 hot air balloons were inflated on the main apron, just after the start of the night curfew. Unfortunately, other festivities, including passenger flights over the city had to be cancelled due to strong winds and steady rain.

Owner of London/Southend Airport (LSA) – The Stobart Group – has bought a number of new service vehicles to carry out essential tasks at the new airport. They have been painted in the smart Stobart Group colours and – in line with its road vehicles – have all been given girls' names. They also have special registrations starting with LSA***. They include two new toilet service vehicles called 'Loo-ise' and 'Flo' (Photo London/Southend Airport)



Montgolfiades 2012



Child-Free Flights?

Malaysia Airlines has taken the controversial decision to ban children from First Class and the whole upper deck of its Airbus A380s. (although it has since said that it is reconsidering allowing children in the upper floor Economy section). The top deck holds around 70 Economy Class and 66 Business Class seats, while First Class is situated on the lower deck.

Malaysia Airlines' CEO Tengku Azmil confirmed on Twitter that the carrier received 'many' complaints from passengers who pay for the expensive tickets, but then are unable to sleep due to crying children.

The decision means families travelling with children will only be able to sit in the Economy section of the lower deck, leaving the front of the plane and the whole upper deck for adults and older children only.



Organisers of enthusiasts' shows and events worldwide are invited to submit relevant details for inclusion in this listing, free of charge - address correspondence to the editorial department or visit our website at www.airlinerworld.com

May 13

Heathrow Aircraft Enthusiasts' Fair, Kempton Park Racecourse, Sunbury-on-Thames, Middlesex, UK. Keith Manning Tel: +44 (0)1372 725063 (Eves)

www.heathrowaircraft.co.uk
www.aerofairshow.com

Jun 2

Paris 2012, Airiner Enthusiasts Convention, Best Western Hotel, Roissy, Charles de Gaulle Airport, Paris, France
www.paris-airliner.com

Jul 14/15

Aviation and Transport Fair, the Visitors Centre Manchester Airport, UK. www.tavmanchester.com

Jul 16-22

Guild of Aviation Artists' 42nd Annual Summer Exhibition, Mall Galleries, The Mall, London. Susan Gardner Secretary/Administrator +44 (0) 1252 513123

Jul 24-28

Airliners International 2012, Memphis, USA
www.aia2012memphis.com

Oct 6

Vancouver Airline and Aviation Collectibles Show, Oakridge Centre Mall Auditorium, Vancouver, Canada
www.vancouveraviationshow.com

Oct 20

Luton Aircraft and Transport Enthusiasts' Fair, Vauxhall Recreation Club, Gipsy Lane, Luton, Beds LU13JH, UK. Keith Manning Tel: +44 (0)1372 725063 (Eves)
randome7657@blueyonder.co.uk
www.aircraftcollectors.co.uk

Nov 23

Aircraft Enthusiasts Fair and Model Show, Museum of Army Flying, Middle Wallop, Hampshire, UK. Mark Roberts Tel: +44 (0) 1264 334779. mark@roberts15863@bt.com

2013

Apr 28

LGW2013, the 24th Gatwick International Aircraft Enthusiasts Fair, K2 Pease Pottage Hill, Crawley, West Sussex, UK. Tom Singfield Tel: +44 (0) 1403252628
www.gatwickaviationsociety.org.uk
www.gatwickaviationsociety.org.uk

Shows/Displays

May 14-16

EBACE, Geneva, Switzerland. www.ebace.aero

Jul 9-15

Farnborough International 2012. www.farnborough.com

Sep 11-16

ILA Berlin 2012, Berlin/Brandenburg Airport, Germany
www.ila-berlin.de

Sep 19-21

ERAA, Dublin. www.eraa.org

Sep 30 - Oct 3

World Routes 2012, Abu Dhabi. www.routesonline.com

Oct 30 - Nov 1

NBAA, Orlando, Florida, USA. www.nbaa.org

Nov 13-18

Airshow Zhuhai, China. www.aieshow.com.cn

Dec 11-13

MEBA, Dubai. www.meba.ae

2013

Apr 9-11

Aircraft Interiors Expo, Hamburg, Germany
www.aircraftinteriorsexpo.com

Events are subject to change without Airliner World's knowledge. Please check details prior to travel.

Successful Gatwick Show



Information for the traveller.

Over 700 visitors - plus the Airliner World team - attended the Gatwick Aviation Enthusiasts Show LGW2012 that was held at the K2 Sports Centre in Crawley on April 22. There were 139 different stalls selling and displaying a wide range of aviation-related items. (Kevin Collier)

85 Years of In-flight Service

On May 1, 1927 Imperial Airways (the predecessor to British Airways) introduced the 'Silverwing' in-flight meal service on its London to Paris route, becoming the first on a commercial aircraft. A male steward dressed in a smart white tunic served just ten passengers on the two and a half-hour flight. Onboard was a small cabinet carrying four gills (servings) of whisky, a dozen bottles of

lager, two siphons of sparkling water and 12 assorted bottles of mineral water. Initially passengers just received a packet of sandwiches or biscuits, and one or two thermos flasks of hot water, to make coffee or beef tea during the flight. The service represented the height of luxury at the time. Today, 85 years on, British Airways' cabin crew serve around 100,000 meals a day to customers. (Photo via British Airways)



Last Passenger Boeing 747 Flight With SIA

Singapore Airlines has stopped operating the passenger version of the Boeing 747 with the last commemorative flights between Singapore and Hong Kong taking place in April.

The flight was operated by 9V-SPQ, which was the last B747-400 that the airline took delivery of in 2001.

"The 747 was truly the jewel in our fleet for nearly four decades, and we would not

be the airline that we are today if we had not made the bold decision in 1972 to purchase this iconic jetliner," said the carrier's Executive Vice President Commercial, Mak Swee Wah.



Information
for the
traveller.

Very clever use of a photo-editing suite has resulted in this image of an hour's worth of departures from Gatwick Airport to the south of London, UK.

Airline World
by Mark



Brooklands Celebrates the VC 10

The Vickers VC-10 – the largest aircraft ever put into series production in the UK – made its first flight from Brooklands on June 29, 1962. Fifty years later to the day, the Brooklands Museum will celebrate this anniversary with a huge party – and a flypast by

this very special aircraft. All former aircrew and cabincrew, plus the people who built and serviced the VC-10, are invited to come and make the party a real success.

The major public event will include a celebration lunch, a symposium featuring

speakers from all aspects of the VC-10's history, and the unveiling of a new exhibition in the recently-restored fuselage of the last standard VC-10 in British Airways' service, G-ARVM (c/n 815).

(See article starting on page 53 of this issue.)

eyelevel, the UK based supplier of products to private jets and business airlines, is now targeting the commercial airline market and has launched Cartmax. Designed to maximise the opportunity for ancillary sales on commercial airlines, it is provided as a flat packed, fold-out, recycled, cardboard unit that sits within the deep tray compartment of an airline trolley.

(Continued)

Better In-flight Products



Airside Tours at Schiphol

Aviation enthusiasts now have a chance to go airside at Amsterdam/Schiphol after the launch of a new bus tour. The 'Schiphol behind the scenes' tour visits services and places that visitors would not normally see, such as the fire station, the snow clearance fleet, the cargo aprons with their large hangars and the executive jet terminal.

According to an airport press release: "When boarding the bus, passengers are made to feel that they are entering an aircraft thanks to sounds from the air traffic control tower, the welcome screens and their boarding passes. A video presentation then takes visitors through Schiphol operations, explaining everything that needs to be done to allow air traffic to run. This includes information on the terminal, the runways, flight paths, runway maintenance, baggage and the bird control units." The tour starts and ends at Schiphol Plaza, and takes just over an hour. Tickets can be purchased at the airport, in the arrivals hall or beyond passport control at Holland Boulevard between piers E and F. Adults pay €15, children aged 4-12 €7.50. www.schipholbehindthescenes.nl

Final Call...

Items Confiscated by Security

- furry handcuffs
- a machete
- human body fat
- a sweet jar containing live goldfish
- dirty nappies
- an air rifle
- crustaceans
- a slingshot
- snow globes
- drilis and sanders

Olympic Airline Livery Competition

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Closing date for entries is 12:00 GMT on July 6, 2012 and winners will be notified no later than July 9, 2012

FOLLOWING A FANTASTIC RESPONSE TO OUR PREVIOUS 'NAME AN AIRLINE' COMPETITIONS, THE AIRLINER WORLD EDITORIAL TEAM IS GETTING INTO THE SPIRIT OF THE LONDON 2012 OLYMPICS BY INVITING OUR READERS TO RISE TO A FRESH CREATIVE CHALLENGE.

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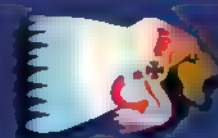
be operated by a particular carrier. Be quick off the blocks by finding design ideas from features in the magazine during the next three months and design your entry in any medium and size of your choice. Our Olympic design winner will clinch a specially commissioned framed print of their entry and enjoy the prestige of seeing their work published in *Airliner World* – along with the best of the rest. For your chance to win simply send us your

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AIR SAFETY

Reports and details of recent incidents.

Bomb Scare Diverts Delta Flight

A Boeing 767 belonging to Delta Air Lines diverted to Ireland in April after a passenger found a mobile phone connected to the shaving socket in one of the aircraft's toilets. The diversion to Dublin was due to a 'possible security situation', the company reported. Officers from Ireland's national police force, the Garda Síochána, boarded the plane, spoke to the pilot about the nature of the suspected bomb and asked if any passenger was missing their phone. One came forward to say they had decided to charge the phone using the restroom's socket for shavers and left it there, wrapped up in its charging cord.



UTair ATR Crashes

On April 9, 2012, Russian aviation regulator Rostransnadzor temporarily suspended the operations of UTair ATR 72-200 turboprop aircraft. The action followed a fatal accident involving one of the company's ATR 72-200s on April 2 near Tyumen Airport, Russia. The accident killed 31 of the 43 people on board. The aircraft

departed in snowy weather with a temperature just below freezing. "On the basis of the information received, the investigators consider the failure to conduct a de-icing procedure to be the most probable cause of the air crash," Russia's Investigative Committee said on its website. (Photo Eurospot)

A380 Repaired

Australian carrier Qantas has completed the repairs of its Airbus A380, VH-OQA, which suffered substantial damage in an accident at Singapore in November 2010. The costs associated with the repair were alleged by local

Australian newspapers to have been \$150 million. The A380 departed from Singapore on April 21 and was re-introduced into service within a couple of days (Photo Seth Jaworski)



ATSB Releases Engine Report

The Australian Transport Safety Bureau (ATSB) has released its investigation report on a serious incident in which a Qantas Boeing 747-438 suffered an uncontained engine failure shortly after departure from San Francisco in August 2010. As the aircraft passed through 25,000ft, the aircraft's number 4 engine failed, resulting in the puncturing of the engine casing and nacelle, and release of debris.

Since the incident the engine manufacturer has released non-modification service bulletins instructing operators of RB211-524 engine variants to fit a more robust LP turbine bearing, to reduce the likelihood of catastrophic engine failure from rotor imbalance.

DATE	REG'N	C/N	TYPE	OWNER	FATALITIES	LOCATION	NOTES
Mar 24	N208JS	D400	Ce208B	United Aviation	-	Belize	Flipped over and sank during water landing
Mar 26	70	70-	S-70C	ROCAF	5	Taiwan	Ditched
Mar 28	n/k	n/k	Mil Mi-17	Shree Airlines	n/k	Nepal	Damaged on anti-terrorist mission
Mar 29	CG-CJA	12051	PA-31-310	Inversiones Ensenada	-	Chile	Landed short of runway
Mar 29	2216	2257	AS332L	Bolivian Army	7	Venezuela	Crashed on narcotics mission
Mar 29	5T-NEX	20248	Fokker 50	Feeder Airlines	-	Sudan	Nose and one mainwheel retracted on landing
Mar 31	JA-701J	32889	B777-246ER	Japan Airlines	-	Japan	Tailstrike after late go-around
Apr 2	VP-BYZ	332	ATR 72-201	UTair	31	Russia	Crashed shortly after take off
Apr 3	NB116L	LJ-2042	B90 King Air	private	-	Aruba	Ditched on delivery flight
Apr 9	PK-YRF	462	DHC-6-300	Trigana Air	1	Indonesia	Damaged after being shot at by gunmen after landing
Apr 9	5H-MWG	D462	Dash 8-Q311	Air Tanzania	-	Tanzania	Wing separated on take-off run
Apr 11	165844	D0030	MY-22B Osprey	USMC	2	Morocco	Crashed into river estuary
Apr 11	8335	n/k	Mil Mi-8T	Libyan Air Force	-	Libya	Crashed on take off
Apr 15	PK-GFI	36805	B737-800	Garuda International	-	Singapore	Damaged by baggage cart prior to taxi
Apr 15	B2	1...	SH-60J	JASDF	1	Japan	Ditched after failed ship landing
Apr 16	G-VSXY	1195	A330-300	Virgin Atlantic	-	UK	Emergency landing and evacuation after smoke in freight hold indications
Apr 17	TC-QAG	0747	A300-600SR	Onur Air	1	Jordan	Pilot killed after falling from door while attempting to close prior to taxi
Apr 19	N48DL	0511	Ce 421C	Lee H Aviation	1	Mexico	Crashed after apparent oxygen failure
Apr 19	n/k	n/k	MH-60	US Army	4	Afghanistan	Crashed in poor weather

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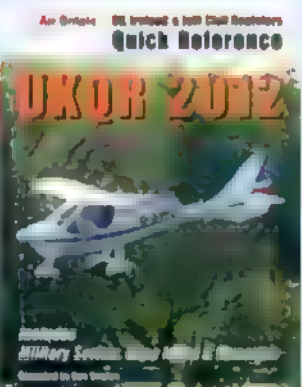
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MAIN HEADING

simply swiss

Based at Zurich Airport in northern Switzerland, national carrier Swiss International Air Lines has emerged from the remnants of Swissair, the country's highest-profile failure, to become one of Europe's top ten operators based on passenger numbers. Its rise has been blighted by a difficult financial climate

increasing competition from low-cost airlines and rising costs, yet the airline set a new record in 2011 for the most passengers carried by a Swiss operator.

Project Phoenix

Swissair was considered to be one of the icons of Switzerland, renowned for its financial stability and excellent level

Swiss is currently in talks with Airbus to increase the seating capacity on its short-haul fleet. Its seven Airbus A319-111s are currently configured in a 138-seat layout. (Airteamimages.com)

of service (see panel). Its humiliating bankruptcy in October 2001 resulted in a rescue plan under the name 'Project Phoenix', led by the carrier's executive board along with Swiss banks UBS and Credit Suisse. Under intense scrutiny from the Swiss public, the airline's parent company, SAirGroup, sold its 70% stake in rival domestic airline



Swissair charts the rise of Swiss International Air Lines from the remnants of a former national carrier to one of Europe's leading operators.

Crossair before undergoing complete restructuring and recapitalisation, with the latter assuming responsibility for the former national carrier's activities.

Almost overnight, Crossair took control of former Swissair routes while its staff doubled to nearly 10,000 employees.

Plans were unveiled for the airline to add 50 new, efficient aircraft to its fleet while a new, lower cost operating model was introduced with the intention of pushing the airline towards the breakeven mark by 2003. Under its new guise, Crossair was also given a fresh identity – Swiss International Air Lines

was created on April 1, 2002.

With solid foundations laid, the smaller and more efficient carrier was well-positioned to match Swissair's former glory. The airline reduced its combined fleet size by 20 aircraft, disposing of its older and less efficient examples, and by April 2003 had cut its network by 20%. The streamlined company used the early summer months to conduct a fundamental review of its business with Chairman and CEO Pieter Bouw noting that further consolidation of the airline sector was inevitable. The poor market conditions that had led

to the collapse of its predecessor were likely to claim further victims, Bouw saying that "only solidly-positioned carriers were likely to survive". This left Swiss to choose from three difficult options – to remain independent while, in its emaciated state, operating effectively as a niche carrier; to further reduce costs, thereby shrinking to a sustainable but almost unrecognisable level; or to tie-in with another carrier. Under Bouw, Swiss opted for the latter and, as it pushed to increase >>

TRANSFORMING SWISSAIR INTO A MODERN, EFFICIENT AND PROFITABLE AIRLINE

Swiss International Air Lines Head of Network, Ignazio Strano





"SWISS HAS AN ORDER FOR 30 BOMBARDIER CSERIES REGIONAL JETS TO REPLACE ITS EXISTING FLEET AVRO RJ100S. DUE TO JOIN THE CARRIER FROM 2014, THEY ARE EXPECTED TO BE 20% MORE EFFICIENT THAN THEIR PREDECESSORS."

its attractiveness as a strategic partner, further downsized its network and fleet, introduced a further substantial cut in costs and initiated a comprehensive reduction of its workforce.

The carrier entered negotiations with several European operators over potential deals, and while the recently-formed Air France/KLM group was reluctant to expand again at such an early stage, talks with Lufthansa were far more productive. A brief flirtation with British Airways and the oneworld alliance was dismissed outright when a deal with the German national carrier was agreed on March 22, 2005, with the latter acquiring an initial 11% stake in Air Trust, a company set up to hold shares in the Swiss airline. By April of the following year, the new acquisition had joined the Lufthansa-led Star Alliance and, after integrating its operations, a full takeover was finally completed on July 1, 2007.

Swiss European Air Lines takes advantage of the excellent short-field performance of its BAE Systems Avro RJ100s to operate into challenging airports such as London City. (Craig West)

Swiss International inherited eight Embraer 145s from its predecessor, Crossair. By spring 2006, the aircraft had been disposed of in favour of larger and more efficient BAE Systems Avro RJ100s. (Key Collection)

Crossair's Saab 2000s were another short-lived type operated by Swiss. The fleet was sold off between 2003 and 2007, including this example, HB-IZJ (c/n 015), which went to Darwin Airline. (Key Collection)

Rebuilding

In 2005, Swiss International announced it would transfer its regional services, along with 18 BAE Systems Avro RJ85/RJ100s and eight Embraer 145s, to a new, wholly-owned subsidiary, Swiss European Air Lines. Under the stewardship of the parent carrier's former CEO, Manfred Brennwald, the new airline was intended to make the group more competitive in the regional and short-haul market. It was officially

launched on November 1 after receipt of its Air Operators Certificate from the Swiss Federal Office for Civil Aviation.

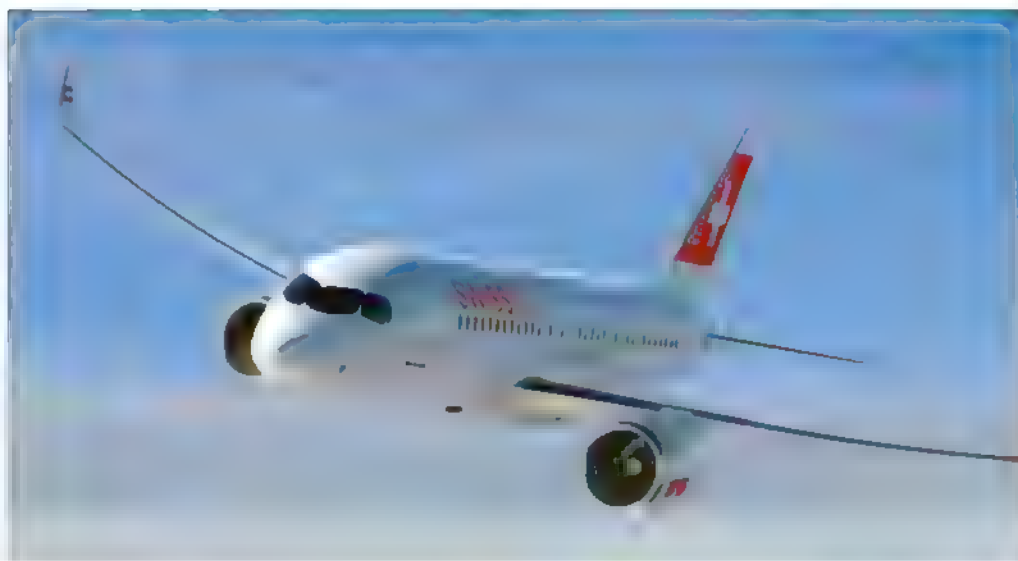
Effectively operating for its parent carrier on a wet-lease arrangement, the European arm assumed control of services to 30 destinations around the continent and its aircraft, still wearing the livery of their former owner, also carried the legend 'Operated by Swiss European Air Lines'. Interestingly, while the carrier was free to recruit its



own staff and ran as a separate entity, it was still bound by its parent's push for efficiency, and by the late spring of 2006 had consolidated its fleet – disposing of its Embraer regional jets in favour of six additional Avro RJs.

Guided by Lufthansa and its Star Alliance partners, Swiss posted a profit in 2007 of CHF571 million (£391.4 million), more than twice the amount of the previous year. Buoyed by its positive performance, the carrier moved to acquire Swiss charter operator Edelweiss Air, the deal being approved by the country's Competition Commission during April 2008. The latter, with its fleet of three Airbus A320s and a single A330, remained completely independent from the national carrier though a strategic partnership was agreed between Swiss and the domestic tour company Kuoni, Edelweiss' largest customer.

The expansion of the Swiss group was not limited to its subsidiaries; indeed, the mainline carrier placed an order in 2007 with European manufacturer Airbus for nine A330-300s. The company, which already operated a variant of the long-haul twin-jet, acquired the new examples as a replacement for its older and smaller -200 series. The first example, HB-JHA (c/n 1000), arrived in April 2009.



Lufthansa placed an order in March 2009 for 30 Bombardier CSeries regional aircraft for use by Swiss European. The jets will replace the carrier's fleet of BAE Systems Avro RJ100s.

Swiss is making a concerted effort to establish its Zurich base as a major hub and a viable alternative to Paris and London.

Current Operations

Speaking to *Airliner World*, Swiss International Air Lines Head of Network, Ignazio Strano, explained how the carrier has moved to face the challenges of increasing competition from low-cost operators and high-speed rail links.

"During the summer of 2011, we moved to reposition our brand. Traditional Swiss values such as quality, efficiency and punctuality are very important to us, especially in terms of customer perception."

From its base at Zurich, Swiss competes on a relatively level playing field, the airport being served predominantly by full service, national airlines. With most of these offering a similar type of product, it's the Swiss carrier's pursuit of quality that sets it apart from its rivals – for example, unlike many of its contemporaries, the airline continues to offer complimentary snacks and refreshments on its regional services. Strano added, however, that while this approach offers significant >>



advantages at Zurich, the carrier aims to offer a consistent product across all of its bases – and at Geneva, where it operates in competition against no-frills airline easyJet and its locally-based offshoot, easyJet Switzerland, this high quality but relatively expensive product places the national carrier at a disadvantage. “We aim to offer the same product across all our bases, despite the differing competition. We have trialled the low-cost model, selling food and beverages on board, but it wasn’t appropriate for us. We plan to retain our successful in-flight product but are looking at other ways of cutting costs to offset this, such as reducing our internal costs, launching new smart projects, introducing more efficient aircraft and right-sizing on key routes.”

On that last point, the carrier is currently working with Airbus to increase the seating capacity of its aircraft, and has an outstanding order for 30 Bombardier CSeries regional jets to replace its existing fleet of 20 RJ100s. The first examples are due to join from 2014 and are expected to be 20% more efficient than their four-engined predecessors.

Increased competition is not the



Swiss Partners

Swiss International Air Lines places great emphasis on its quality of service. Despite having a fleet of 84 aircraft, the carrier has identified areas of the market it is unable to serve itself, leading it to agree partnerships with several local operators. The largest of these is with wholly-owned Swiss European Air Lines, which flies regional services exclusively on behalf of its parent. Though much of the subsidiary's network is complementary, its fleet of 20 BAE Systems Avro RJ100s, with their excellent short-field performance, allow it to operate to destinations that would otherwise be off limits, such as the challengingly-located London City Airport. An agreement with Zurich-based Helvetic Airways

is more conventional, this partner supplying three Fokker 100s to provide additional capacity for the national carrier's expanding network. Similarly, Swiss employs wholly-owned subsidiary Edelweiss to operate to its seasonal leisure destinations. More unusual is its arrangement with Darwin Airline (see *Airliner World*, January 2012 issue) for routes Swiss is unable to serve due to aircraft restrictions – for example, at Lugano the runway is too short to support operations with the national carrier's all-jet fleet. With Swiss having no appetite to enter the turboprop market themselves, Darwin's fleet of Bombardier Dash 8-Q400s and Saab 2000s are used to operate such routes. (Photo Key-Craig West)

only concern for Swiss with rising fuel costs also high on the agenda. Strano explained that this was an increasingly large burden for all carriers, and while Swiss could introduce a fuel surcharge on passengers, “this would only be sufficient to cover a small rise in the cost”. Instead, the airline has opted

to undertake a more fundamental review of its operations as a means of optimising services and increasing efficiency. One example are new, more direct routings on some of its key services such as between Zurich and the Belgian capital, Brussels, where the six-a-day connections now

Right • Swiss International's quality and professionalism is reflected in the uniforms worn by its cabin crew.

at right • In an effort to reduce costs, Swiss has introduced several initiatives including more direct routings for its flights and measures to reduce holding times for its aircraft.

Swiss International's long-haul fleet consists entirely of Airbus-manufactured aircraft including both the twin-engined A330 and the larger A340. (Airbus)



HB-JHB

CURRENT FLEET

Aircraft type	Number	Average Age
Airbus A319	7	14.2 years
Airbus A320	23	13.6 years
Airbus A321	7	12.6 years
Airbus A330	12	1.5 years
Airbus A340	15	10.3 years
Avro RJ100	20	13.5 years
Total	84	11.2 years

IN-FLIGHT PARTNERS

Aircraft type	Number	Partner
Saab 2000	1	Darwin Airline
Fokker 100	2	Contact Air
Fokker 100	3	Helvetic
Total	6	



Like many of its contemporaries, Swiss offers 6.6ft (2m) lie flat beds in its Business Class cabins.

fly a shorter route between the two cities. Procedures have also been implemented to reduce holding times for aircraft. This push for improved efficiency has delivered secondary benefits in addition to reducing fuel usage. With the introduction of the EU Emissions Trading Scheme (ETS) on



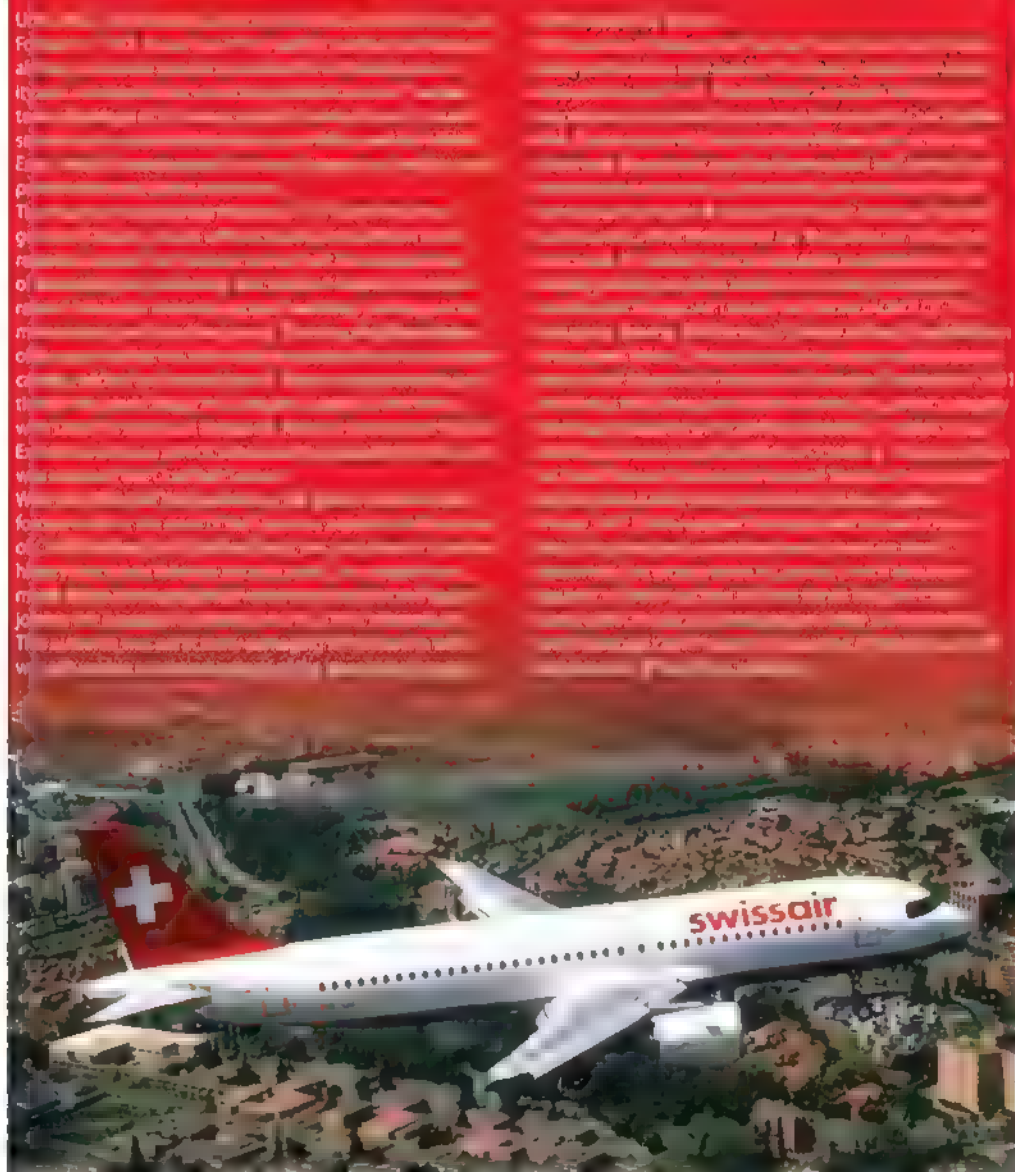
January 1, many carriers have struggled to cope with rising costs and difficult market conditions with the new tax compounding these issues. Strano said that Swiss was adapting well and its ongoing fleet renewal programme had delivered significant benefits. Since 2002, the carrier has phased out its

older types – including the Embraer 145, McDonnell Douglas MD-11, MD-80 and Saab 2000 – in favour of new, more efficient Airbus jets, with the change having reduced the airline's CO₂ emissions by 17%. Delivery of the CSeries regional aircraft is expected to drive down this figure even further. >>



SWISS INTERNATIONAL HAS EMERGED FROM THE REMNANTS OF SWISSAIR, THE COUNTRY'S HIGHEST-PROFILE FAILURE, TO BECOME ONE OF EUROPE'S TOP TEN OPERATORS.

Swissair - a lasting legacy



spots across its network they would like to address.

Since disposing of its remaining MD-11 tri-jets in 2005, the Swiss long-haul fleet has consisted entirely of Airbus aircraft, the first of an eventual 18 Pratt & Whitney PW4168A-powered A330-223s, HB-IQA (c/n 229), joining the airline in September 1998. The economical Airbus was well-suited to the new-look Swiss International Air Lines and has only recently been replaced by the larger, Rolls-Royce Trent-powered A330-343X variant.

The consolidation of its fleet brought significant economical benefits to Swiss, but with the twin-jet lacking sufficient range to reach the carrier's destinations on the west coast of the US, in South America and the Far East, the acquisition of 15 longer-range A340-313Xs was inevitable - the first, HB-JMA (c/n 538), being delivered in June 2003.

With several of the Swiss's Star Alliance partners having already placed orders for next-generation long-range airlines such as the Boeing 787 Dreamliner and A350 XWB, Strano explained that the airline has no immediate plans to follow suit. "It's a matter of economics; the A340 is more expensive to operate than the A330 so we will phase out the older

"WE TRIALLED THE LOW-COST MODEL, SELLING FOOD AND BEVERAGES ON BOARD, BUT IT WAS NOT APPROPRIATE FOR US."

European Hub

As a member of the Star Alliance, Swiss is making a concerted effort to establish its Zurich base as a major hub and a viable alternative to the established centres at Paris and London (see *Airliner World*, April 2012 edition, pg 26). Its location in the centre of Europe, and its excellent facilities, place the airport well for transit passengers while Swiss' network of 72 destinations across 38 countries, in addition to those served by its alliance partners, means it can be considered as a genuine competitor to larger rivals in the long-haul market.

The carrier added a new daily, non-stop service from Zurich to the Chinese capital, Beijing, in February and has announced plans to increase capacity and frequency on some of its routes across the North Atlantic. Strano added that Swiss "was not targeting any particular region for expansion" but acknowledged that there are some black-

Right • Swiss currently operates a fleet of 84 aircraft to 72 destinations in 38 countries. (Key Collection)





Swiss accounts for 56% of all movements at its Zurich Airport hub. The carrier is heavily promoted at the facility with prominent logos appearing both inside and outside the terminal buildings. (Key-Craig West)



Swiss introduced a revised livery in early 2012. First worn on Airbus A330-343X, HB-JHK (c/n 1276), the airline's classic red-and-white colour scheme is retained, though larger titling is worn on the forward fuselage. (Key-Craig West)

aircraft in the longer term but not in the near future."

Swiss can attribute much of its success to its close partnerships both with its parent company, Lufthansa, and Zurich Airport. With the former, savings have been made in large areas of expenditure such as fuel hedging while the German carrier also procured the CSeries jets on behalf of its Swiss subsidiary.

Meanwhile, the airline's close relationship with its home-base airport is hardly surprising, given that it accounts for over 56% of the aircraft movements at the facility. Significantly, the carrier doesn't benefit from favourable terms or incentives but has used its dominance to expand its hub-and-spoke operations. Swiss is heavily promoted at the airport and used the

opening of Zurich's new Dock B to add a large logo outside the check-in 1 area, while inside the terminal building, the airline's stylised cross symbol now features prominently.

"As one of its major clients, we enjoy a very good working relationship with Zurich Airport," Strano remarked. "We are both able to bring our respective skills to the table, making it a very useful partnership."

Though the carrier also maintains a presence at Geneva and, to a lesser extent, at Basel/Mulhouse, it doesn't currently plan to establish a second base outside Zurich, Strano explaining that Switzerland is too small to sustain more than one hub.

During 2011, the airline carried 15.3 million passengers, an increase of 8.1% on the previous year. Not only was this an all-time record for any Swiss operator but, perhaps more significantly, it demonstrated that the carrier has clearly emerged from the shadow of its predecessor. During the same period, Swiss International and its subsidiaries operated over 150,000 flights with an average load factor of 81.8%.

The national carrier's rise over the past ten years is all the more impressive given its difficult start, the intense public scrutiny under which it was launched, the increasing dominance of European low-cost operators and rising fuel and taxation costs. The leaner airline, with its fleet of efficient Airbus and BAE Systems aircraft, has played on its traditional Swiss values to position itself among the continent's top ten airlines by passenger numbers, despite its relatively modest size. Coupled with the development of its Zurich hub and its strong partnerships with Lufthansa and Star Alliance, Swiss is well positioned to compete in the future and to regain its status as a leading light on the international stage. **2/14**



nextmonth

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key

Acronyms and abbreviations have become an intrinsic part of business speak. In the commercial aviation business their usage has become unavoidable and in the following table we try to guide you through some of those most commonly-used examples in the pages of Airliner World. This list will be regularly updated.

AAIB	Air Accidents Investigation Branch (UK)
ACAS	Airborne Collision-Avoidance System
ADR	Accident Data Recorder
ALPA	Air Line Pilots Association (US)
ANS	Airborne Navigation System
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATP	Advanced Turbo-Prop (BAe)
ATS	Air Traffic Service
BAe	British Aerospace (now renamed BAE Systems)
CAA	Civil Aviation Authority (UK)
CDA	Continuous Descent Approach
CEO	Chief Executive Officer
CIS	Commonwealth of Independent States (formerly Soviet Union)
c/n	Construction number
combi	Aircraft that routinely carry passengers and cargo on the main deck at the same time
CVR	Cockpit Voice Recorder
dB	Decibel
DfT	Department for Transport (UK)
DME	Distance-Measuring Equipment
EADS	European Aeronautic Defence and Space Company
EASA	European Aviation Safety Agency
ERAA	European Regions Airline Association
EROPS	Extended-Range Operations

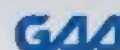
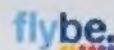
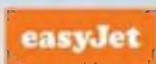
ETOPS	Extended-range Twin-engine Operations
FAA	Federal Aviation Administration (US)
FAI	Fédération Aéronautique Internationale (France)
FAR	Federal Aviation Regulations (US)
FBO	Fixed Base Operator
FDR	Flight Data Recorder
FL	Flight Level (usually expressed in hundreds of feet)
FOD	Foreign Object Damage
GA	General Aviation
GAPAN	Guild of Air Pilots And Navigators (UK)
GDP	Gross Domestic Product
GE	General Electric
GECAS	GE Capital Aviation Services
GMT	Greenwich Mean Time
GNS	Global Navigation System
GPS	Global Positioning System
GPU	Ground Power Unit
IACA	International Air Carrier Association
IAP	International Airport
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots Associations
IFR	Instrument Flight Rules
ILFC	International Lease Finance Corporation
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
INS	Inertial Navigation System
JAA	Joint Aviation Authorities (European)
LCC	Low-Cost Carrier
LCD	Liquid Crystal Display

LED	Light-Emitting Diode
localiser	Steering guidance element of an ILS system
LORAN	Long Range Aid to Navigation
MD	Managing Director
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MoD	Ministry of Defence (UK)
MoU	Memorandum of Understanding
MRO	Maintenance, Repair and Overhaul
MTOW	Maximum Take-Off Weight
NASA	National Aeronautics and Space Administration (US)
NATO	North Atlantic Treaty Organisation
NBAA	National Business Aircraft Association (US)
OFI	Office of Fair Trading (UK)
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
pax	Passenger
P&W	Pratt & Whitney
PPL	Private Pilot's Licence
PR	Public Relations
RFP	Request for Proposals
RVR	Runway Visual Range
SARS	Severe Acute Respiratory Syndrome
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
STOL	Short Take-Off & Landing
TCAS	Traffic alert and Collision-Avoidance System
TWR	Tower — airport control tower
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	VHF omni-directional range (radio beacons)

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